

**NEIGHBORHOOD
COMPREHENSIVE
DEVELOPMENT PLAN**

for the

**EAST SIDE
ANALYSIS AREA**

Census Tracts 9, 17 & 20

PREPARED BY:

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**THE DEPARTMENT
OF PLANNING &
DEVELOPMENT
CITY OF WILMINGTON**

JANUARY 2003

This Neighborhood Comprehensive Development Plan supercedes and replaces the East Side Analysis Area Comprehensive Development Plan that was adopted by the Wilmington Planning Commission in 1977 and amended in 1982 and 1987.

Recommended By

City Planning Commission:

Resolution: 2-03

Date: February 26, 2003

Adopted By

Wilmington City Council:

Resolution: 04-023

Date: April 1, 2004

BANCROFT PARKWAY BOULEVARD
BROWNTOWN/HEDGEVILLE CENTRAL
CHERRY ISLAND DELAWARE AVENUE
EAST SIDE MIDTOWN/BRANDYWINE
NORTHWEST PRICES RUN RIVERSIDE
SOUTHWEST SOUTH WILMINGTON
WEST CENTER CITY WEST SIDE
BANCROFT PARKWAY BOULEVARD
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INTRODUCTION

In the late 1950s, the Wilmington (citywide) Comprehensive Development Plan was prepared and adopted. It consisted of a Citywide Land Use Plan and fifteen individual plans which addressed the land use and zoning issues for each of the separate neighborhood analysis areas or planning districts. The East Side Analysis Area (ESAA), one of the thirteen planning districts (Map A), was included in the original 1957 comprehensive plan. Since that time, the Bancroft Parkway and Delaware Avenue Neighborhood Areas have been merged into the single Delaware Avenue Analysis. The Cherry Island area contains no permanent or seasonal residences and no census data is available. The boundaries of the ESAA are shown in Maps A and B. This document supercedes and updates the original 1977 East Side Analysis Area Comprehensive Development Plan as well as the 1982 and 1987 amendments to it. The proposed East Side Analysis Area Comprehensive Development Plan, with its specific land use, regulatory, and development controls, sets forth goals for the ESAA's long term growth and development over the next 10-15 years located.

There are several urban renewal plans located within the East Side Analysis Area which are unaffected by this revised comprehensive development plan. The following urban renewal plans and their initial implementation dates within the ESAA include:

- Poplar Street Project A Urban Renewal Plan - July 1963;
- East Side Urban Renewal Plan - May 1969 and revised January 1, 1976
- Mulberry Run Urban Renewal Plan - September 1965 (This project was also known as Poplar Street Project A-2 Urban Renewal Area in July 1964); and
- Asbury Heights Urban Renewal Plan - May 1969.

Additionally, an urban renewal project known as the Upper East Side Urban Renewal Plan, was planned in the 1960s but not implemented for the ESAA's area located in the quadrant bounded by the Brandywine Creek, Walnut Street (i.e. French Street), and East 11th Street. While this Neighborhood Comprehensive Development Plan eliminates the Upper East Side Urban Renewal Plan from further consideration so that it cannot be implemented, if blight conditions, the unadopted Upper East Side Urban Renewal Plan could be re-examined for further consideration. Map E delineates the urban renewal plan areas impacting the ESAA.

A companion document to this Plan is the **East Side Analysis Area Community Notebook - January 2001**. This document along with a detailed land use map were developed by Department of Planning and Development staff after completing a cursory analysis and inventory of the ESAA's social, legal, economic, environmental, and political factors (commonly referred to collectively as SEE Factors) as well as other items of general public interest. The **Community Notebook**, designed to be a statement of neighborhood fact book while containing very little analysis or consideration of City policy, is not intended for adoption as part of the ESAA'S Comprehensive Development Plan. Instead, the **East Side Analysis Area Community Notebook - January 2001** forms the technical data foundation upon which the **Comprehensive Development Plan** for the East Side Analysis Area is based. Accordingly, the **East Side Analysis Area Community Notebook - January 2001** was disseminated to the public

in order to provide a base data for neighborhood residents and City staff and to be a basis for further discussion.

The draft **East Side Analysis Area Community Notebook** was distributed to the ESAA residents and interested persons attending the first public meeting held on March 20, 2001 and at subsequent public meetings for review and comment pursuant to SEE Factor analysis within the ESAA. The residents responded with suggestions for future public meetings and for revisions to the **East Side Analysis Area Community Notebook - January 2001**. It is noteworthy that at the time the **Community Notebook 2001** was prepared, publication of the findings and results from the 2000 census had not been made public.

Consistent with customary practice, staff from other City Departments also reviewed and provided comment on the **East Side Analysis Area Community Notebook - January 2001** prior to its distribution at the March 20th public meeting. Copies of the draft **East Side Analysis Area Community Notebook - January 2001** were also disseminated at other public meetings held in ESAA neighborhoods for review and comment prior to finalization.

Based on the draft **East Side Analysis Area Community Notebook**, issue-oriented discussions were held at ESAA public input forums and meetings. Through expressed input and ideas, the attendees at the public input forums and meetings demonstrated their willingness to be active ESAA stakeholders and to partner with resource providers to improve and increase the desirability of the ESAA as a place to live and raise a family. Proposed action steps to address the identified concerns in the form of policy statements and policy recommendations were developed for the comprehensive development plan. Likewise, this stakeholder input and participation formed the basis for community consensus and support for developing plan recommendations.

The ESAA Comprehensive Development Plan contains recommendations which, when implemented, have been designed to satisfactorily address the identified concerns. The recommendations have been reviewed by the appropriate City departments and agencies and their input was considered before the Comprehensive Plan was finalized. In addition, following review and comment by City departments, copies of the draft ESAA Comprehensive Development Plan were distributed to ESAA citizens for their review and comment. It was also reviewed at public meetings. Therefore, the **East Side Analysis Area Comprehensive Development Plan's** recommendations represent input from citizens and City Departments. As such, the recommendations contained herein provide a strategy and framework to guide, direct, and influence the positive future growth and development of the ESAA's communities and neighborhoods.

This Comprehensive Development Plan is not static and is meant to be amended as the need arises and as the East Side Analysis Area changes. When conditions change significantly, which may prompt changes to the ESAA, amendments to the Comprehensive Development Plan should be made. Any resulting plan amendments or updates should be adopted only after thorough and comprehensive analysis of the changes and the impacts that they may have on the overall ESAA. Likewise, significant public participation and opportunities for input and dialogue concerning the proposed changes and their anticipated impacts should occur such that community consensus is achieved concerning the proposed plan amendments or update. The analysis effort and community consensus should be achieved prior to approval by the City Planning Commission and by City Council.

II. GENERAL CHARACTERISTICS OF THE EAST SIDE ANALYSIS AREA

1. ESAA Boundaries and Natural Land Form Description

Generally speaking, the East Side Analysis Area (ESAA) stretches from river to river on Wilmington's east side. Located east of the Wilmington CBD, this description overstates the ESAA's actual size and area while understating its unique neighborhoods and its somewhat non-uniform shape. On the north, the ESAA is bounded by the Brandywine Creek; the AMTRAK Viaduct on the east; the Christina River on the south; and the western boundary follows North Walnut Street to East 13th Street, east along East 13th Street to King Street, north along King Street to the East 15th Street, west along East 15th Street to North Market Street, and north along Market Street to the Brandywine Creek. These boundaries also encompass Census Tracts 9, 17, and 20 (See Map A and Map B).

Overall, the ESAA's topography and land form are characterized by nearly flat terrain almost totally devoid of hills and virtually no noticeable significant land slopes. The ESAA has a peak elevation of approximately 60 feet above sea level near the intersection of East 10th and North Walnut Streets. From this peak elevation, the ESAA gradually drains towards the Brandywine Creek (on the north), the Christina River (on the south and southeast), and towards the Seventh Street Peninsula to the east. Consistent with the topographic pattern displayed therein, there are several places within the ESAA that are slightly less than 10 feet above sea level. Most of these are located along the banks of the Brandywine Creek at the northern edge of the ESAA or along the north bank of the Christina River at the southern edge of the ESAA. Because it has a preponderance of low-laying areas, many of the ESAA's areas found closest to the Christina River or the Brandywine Creek are within the flood plains of the aforementioned streams. Map F shows the flood way areas within the ESAA. Field observation and discussion with long time ESAA residents revealed that many have wet basements whenever the area experiences a prolonged or intense rain event.

2. East Side Analysis Area – Transportation & Transit Land Use Descriptions

Parking and the Local Street Network

A review of the ESAA's existing internal surface street circulation network reveals that it is comprised almost exclusively of one-way streets. Only 4th Street and short 2-4 block segments of other streets handle two-way traffic. In addition, the ESAA's surface street pattern, with a couple of exceptions, retains vestiges of the community's historic and recent past as a pedestrian developed community. For example, the ESAA retains many pedestrian pathways through the neighborhoods as evidenced by the number of brick or stone paved alleyways along rear lot lines of many properties.

Over the years relatively few of the ESAA's streets have been vacated. Of those few street vacations which have occurred in the ESAA, some have been in response to changes in travel patterns; others in response to new highway construction which made the original right-of-way obsolete; and still others in response to the massive urban renewal projects which demolished whole blocks of row houses, thus creating super blocks and taking over their adjoining streets. But for the most part a review of historic maps reveals that many of the ESAA's early streets remain today.

The ESAA's surface transportation network is a grid of local streets consisting mainly of one-way

streets, many which operate as traditional one-way pairs. These local streets function mainly as collectors and arterials that link the local streets and provide internal access to the ESAA's neighborhoods and to the adjacent analysis areas. The exceptions to the one-way street pairing generalization include East 4th Street, Poplar Street south of East 4th, and short segments of East 5th Street between N. Walnut and Lombard Streets and between Church Street and the AMTRAK Viaduct. These street segments handle two-way traffic.

Except for those noted streets, the vast majority of the ESAA's interior local streets operate as traditional one-way pairs of streets. The ESAA's major surface streets include State Route 9 (East 4th Street); U.S. 13A (operating as the one-way pair via Spruce and Church Streets) and U.S.13 (along N. Walnut Street). These major streets accommodate greater traffic volumes, including more truck traffic, than the ESAA's local neighborhood streets. The traffic operating policies of the ESAA's one-way street scenario have not presented internal circulation difficulties for any traffic unfamiliar with the operating pattern of these streets because the one-way streets are linked as pairs.

Within its interior, the ESAA has residential neighborhoods consisting primarily of row houses. Virtually none of the older row houses have garages either attached to them; within the property lines located adjacent to the row houses; or nearby which are available to them. The land uses located along the east curb of North Walnut, between Front Street on the south and East 11th Street on the north are an eclectic collection. They include surface parking lots, small commercial offices as well as neighborhood level corner retail activities, row houses, low rise garden and multi-story high rise apartments, a recently constructed multi-purpose recreational center churches, a long term care facility, and several historic structures. Surface parking lots have prices that make their use by most of the ESAA's local residents cost prohibitive. In addition, the recently constructed residential dwellings in McCaulley Court and in Curlett Place have court yard type off-street parking areas as well as attached garages. These new residential communities are served by surface street networks which have operating characteristics similar to cul-de-sacs found in suburban communities.

As evidenced by on-street parking, auto ownership statistics per capita or per dwelling unit within the ESAA, does not yet appear to be completely overwhelming the overall community. Nonetheless, field observation and input at the public meetings have revealed that on-street parking congestion is increasing markedly. While on-street parking opportunities do continue to serve the parking needs of most residents, there are increasingly observed instances when no on-street parking spaces available for many interior ESAA blocks.

Parking congestion has formerly been just a limited time occurrence (i.e., Sunday mornings near houses of worship) and more similar to a temporary inconvenience for local residents. For the most part, the parking congestion that had been centered on Sunday's church attendance, has increasingly become a more frequent problem throughout the week and during evenings. Formerly, by late afternoon or early Sunday evening, virtually all evidence of auto parking congestion had disappeared. The Sunday church attendance related on-street parking congestion that was largely dissipated by Sunday afternoon, now occurs with increasing frequency daily on those streets closest to the CBD.

The lack of available on street parking which had historically been limited to mainly on Sundays, now is daily and frequently extends into the evening hours as more activities are being offered in the evenings. The lack of on street parking for neighborhood residents is particularly acute on weekdays

when weekday street cleaning is scheduled. The weekday parking problem congestion occurs along the blocks of certain key streets nearest the CBD, that is a mixed blessing. Workers employed at the CBD's major employers located closest to Walnut Street, i.e., the Governmental Center complex and MBNA office complex, located generally between East 8th and East 12th Streets and between North Walnut and King Streets walk to their work sites. Regular field observations have noted persons walking to and from the CBD as well as between the aforementioned office complexes, parked cars and other surface parking lots.

Field observation also revealed that for some residential areas, there may be some nearby or adjacent parking lots in order to accommodate their tenants' parking needs. Additionally, the residential areas along North Walnut Street closest to the CBD's eastern fringe appear to be experiencing the greatest degree of competition for on-street parking spaces, albeit typically during the business work-week (i.e., 8am to 6pm, Monday through Friday). Field observation also noted that some residents park their cars in alleys and driveways directly adjacent to their homes.

Transportation for the Public

Taxi companies and other private transportation service companies provide limousine and other types of pre-scheduled or on-demand for hire transportation service to ESAA residents (i.e. non-emergency assisted medical) for trips to airports, hospitals, and other destinations. Because this service is often pre-arranged or pre-scheduled, depending on the provider, it can be available 24 hours per day, 7 days per week primarily using sedans, vans, or small buses (i.e. body on chassis modified vans).

Within the ESAA, the publicly funded and operated fixed route, fixed schedule bus service and the publicly operated demand-response paratransit (i.e. door-to-door dial ride) service are provided by the Delaware Transit Corporation, also known as DART 1st State. The fixed route bus service network operates as a radial system within Wilmington with Rodney Square as the hub. Although the ESAA's location is proximate to the public transit system's major transfer point and many bus routes operate along North Walnut Street or along 4th Street, only a very few DART 1st State bus routes actually traverse its interior to provide circulator service therein.

Commonly accepted public transit industry standards for measuring and evaluating a neighborhood's access to public transit service state that any location within an unobstructed and barrier free distance of 1,320 feet of a bus route is considered as being served by it. In addition, DART 1st State paratransit is available throughout the ESAA. Therefore, using the industry route service area measurement standard, some form of public transit service is available for virtually all of the ESAA. Moreover, those bus patrons unable to use regular fixed route bus service usually qualify for DART 1st State's paratransit service that operates in the ESAA to serve persons registered for this service. Map H indicates any areas in excess of 1,320 feet from a bus route, revealing those areas that are beyond the traditional quarter mile service zone on either side of a bus route.

Because the ESAA's location extends from the AMTRAK Station located at Front Street (Martin Luther King Boulevard) and Walnut Street to about 2 or 3 blocks east of Rodney Square, some portion of this analysis area lies within what is typically counted as a bus route's service coverage area. Within Wilmington, a considerable number of DART 1st State bus routes either operate along Walnut Street between Front and East 16th Streets, the Orange-King Street corridor, or use Rodney Square as

part of their operating route paths. Using the commonly accepted transit industry standards for measuring and evaluating a neighborhood's access to public transit service, the ESAA is located within the service coverage area of many DART 1st State's bus routes. Those DART 1st State bus routes operating via East 4th Street and Walnut Street traverse the ESAA. Those bus routes operating along French Street as well as to and from Rodney Square - Wilmington's transit hub and the major bus transfer point, are also located within the commonly accepted transit service delivery area.

The ESAA has good access to public transit service since a significant number of DART 1st State bus routes operate on ESAA's streets as approaches into or out of the Wilmington CBD. For example, there are bus routes that operate via either the AMTRAK Station or travel along East 4th Street. These routes frequently use Walnut Street for a relatively short distance on their trips to Rodney Square, i.e. traveling from Front Street to East 8th Street or from East 4th Street to East 8th Street, a distance of about seven blocks. Additionally, there are other bus routes that operate along the ESAA's portion Walnut Street from areas south of the Christina River. These buses actually serve the bus stop located on the east curb of Walnut Street at East 5th Street, providing service to the near by apartment buildings located. Still other bus routes in leaving from Rodney Square operate along portions of Walnut or French Streets between East 10th and East 16th Streets. Map J shows the ESAA streets used for bus routes.

In September 2002, the DART 1st State bus routes which provided transit service access to the ESAA included the 1, 2, 3, 6, 8, 9, 10, 11, 12, 16, 17, 22, 24, 25, and 32. Map J shows the ESAA streets used for bus routes. These routes linked the ESAA with the Wilmington CBD and, via transfers, with other locations throughout Delaware. What's more, with thoughtful trip planning, an ESAA resident's public transit travel options can be extensively broadened by using a combination of public transit service providers. For example, by using DART 1st State, New Jersey Transit Corporation (NJT) buses and Southeastern Pennsylvania Transportation Authority (SEPTA) trains in the Wilmington CBD as well as AMTRAK, the ESAA becomes accessible to destinations within the mid-Atlantic region and beyond. What's more, the same thoughtful trip planning can become multi-modal and international since DART 1st State, New Jersey Transit, and SEPTA serve regional or international airports.

DART 1st State also provided a paratransit service (formerly known as DAST) for persons certified as eligible for such service under the guidelines of the Americans with Disability Act (ADA). The eligibility standards include those persons who are unable to use regular fixed route, fixed schedule bus service. As configured in August 2002, the DART 1st State paratransit service's operating parameters essentially mirrored the characteristics of fixed route service. There are key differences between fixed route services and paratransit services including ease of use, qualification requirements, and customer cost for service (i.e., flat fare versus zone or distance based fares & multi-ride passes).

3. East Side Analysis Area Land Use Descriptions

Because of the ESAA's extensive size, geographic location, and historic significance in Wilmington's development, it has different land uses. These consist of essentially six land use types including residential; commercial; waterfront, manufacturing; institutional/public/quasi-public; and open space. Among these, residential remains the primary land use category since ESAA's land uses in this category constitute the majority of the ESAA's land area. (See map D)

During the 1960s and early 1970s, the ESAA was the site of several urban renewal programs as well as on-going public and private non-profit community revitalization efforts whose focus has been housing. What's more, there are also other scattered examples of small-scale residential revitalization occurring within the ESAA involving individual parcels and properties. Additionally, some of the existing single housing stock has been converted from semi-detached dwellings to apartments and from single family row houses to multi-family units. Because of this, the ESAA contains pockets of housing and other buildings that are less than 10 years old mixed as well as buildings and housing that are over one hundred years old. Likewise, while the ESAA has experienced much deterioration during the last 25-30 years, it has also been the site of some large scale urban renewal projects as well as some smaller scale (by comparison) focused and directed reconstruction and rehabilitation activities. Map E depicts the urban renewal plans that have been planned and implemented.

The following urban renewal plans and their initial implementation dates within the ESAA include:

- Poplar Street Project A Urban Renewal Plan - July 1963;
- East Side Urban Renewal Plan - May 1969 and revised January 1, 1976
- Mulberry Run Urban Renewal Plan - September 1965 (This project was also known as Poplar Street Project A-2 Urban Renewal Area in July 1964); and
- Asbury Heights Urban Renewal Plan - May 1969.

Additionally, an urban renewal project known as the Upper East Side Urban Renewal Plan, was planned in the 1960s but not implemented for the ESAA's area located in the quadrant bounded by the Brandywine Creek, Walnut Street (i.e. French Street), and East 11th Street. Except for that portion of the ESAA located between the AMTRAK Viaduct (formerly the Pennsylvania Railroad Tracks), Front Street, and the Christina River, the combined planned or implemented urban renewal plans encompass virtually the entire ESAA.

Although the ESAA's urban renewal projects have been completed for the most part, several active large scale redevelopment projects existed within the ESAA that were ongoing during the preparation of this comprehensive development plan. These projects, involving demolition, new construction, and rehabilitation activities for housing, included:

- **McCaulley Court** - Located across the street from Stubbs Elementary School and bisected by Lombard Street, the project site is generally bounded by Pine Street on the east, East 11th Street on the south, East 12th on the north, and Clifford Brown Walk (Poplar Street) on the west. Consisting of 54 new housing units when completed, this project has been developed by Leon N. Weiner & Associates. It involves construction of new housing and creation of a court-yard type roadways for internal circulation and service to this development.
- **Curlett Place** - Located Developed by Community Housing Incorporated, this project involved construction of 17 new housing units. As of September 2000, two units remain unresolved.

- **East Side Home Ownership Zone Project (Kirkwood Manor)** - The East Side Home Ownership Zone is located within an area bounded by Church Street on the east, East 7th Street on the south, Lombard Street on the west, and East 10th Street on the north. While very early in development, this project is expected to be a classic public/private partnership. The major partners include the City's Department of Real & Housing; Scott AME Zion Church and its community based economic development organization - New Horizons Community Development Corporation; and the Wilmington Housing Partnership as well as several other private/non-profit organizations engaged in the day-to-day project implementation activities. The project focuses on three efforts including housing rehabilitation, housing demolition, and new housing construction within a ten square block area.

In addition, operating as a partnership between the City of Wilmington, the Delaware Department of Transportation, and the Wilmington Metropolitan Area Planning Council (WILMAPCO) is the **Wilmington Initiatives Transportation Project**. Financed with a combination of federal, state, and local funds, the **Wilmington Initiatives Transportation Project** is a collection of individual projects designed to improve traffic flow and enhance urban streetscapes by linking pedestrian, streetscape, traffic, and transit improvements. Within the ESAA, the individual projects of the **Wilmington Initiatives Transportation Project** include:

- **East 11th Street** - Pedestrian and streetscape improvements to improve the function of this important gateway from Walnut Street to Northeast Boulevard including sidewalk widening, installation of pedestrian-scale street lighting, planting of street trees, and significant enhancements to Kirkwood Park's entrance.
- **Walnut Street** – Conceptual designs are being developed to improve pedestrian safety, provide new lighting, and beautify Walnut Street between Front Street and East 16th Street. Possible improvements include new sidewalks, street trees, decorative crosswalks, and new traffic signals.
- **The Urban Corridors Study** - This project will assess the transportation needs and design quality of six transportation "corridors", or major streets. Within the ESAA, the urban corridors identified for study include Church Street/Spruce Street and the East 4th Street segment of the East 4th Street/South Heald Street/New Castle Avenue urban corridor.
- **Wilmington Regional Transportation Center (Train Station) Phase III** - This is a multi-phased project to improve the surface street (i.e. traffic and pedestrian) connections to the station and enhance the appearance of the surrounding area. For the ESAA, the project emphasis area centers around both sides of Walnut Street from Front to East 4th Streets.

Also, there are several large construction projects underway near the ESAA which will have an impact on this analysis area. For example, upon completion of the new justice center located on the west side of North Walnut Street at East 4th Street will have impacts on the ESAA. Likewise, the parcels on the

west side of North Walnut Street between East 9 and East 10th Streets are under active construction and development by MBNA. Therefore, in summary, the ESAA continues to be the site of numerous large scale projects designed to improve local conditions for residents.

While the ESAA's core is predominantly residential, there are actually very few neighborhood level stores and commercial areas situated along the busiest streets and roadways within it which offer the products and goods necessary to satisfy the local residents' broad range of demand for goods and services. There are a few neighborhood commercial and retail establishments that provide a very limited selection of the products that might be needed by the typical ESAA resident. However, there is no single large retail commercial area within the ESAA.

Despite being located immediately adjacent to the Wilmington CBD, the ESAA has not enjoyed significant tangible commercial or retail advantages which have translated into solid direct economic benefits for the overall community. Except for a smattering of surface parking lots along North Walnut Street between East 9th and East 12th Streets and a couple of small retail outlets, the overall ESAA does not appear to have benefited economically from being located adjacent to the CBD. It does not have the array of small retail or commercial establishments normally associated with serving or supporting the commercial activities a CBD from areas immediately adjacent to it because of slightly lower land costs. There are none are not located within the ESAA's core, or along its periphery, or along the ESAA street approaches linking it to the CBD. The ESAA's western boundary is the CBD and on the east, it is the AMTRAK viaduct. The ESAA's other boundaries are waterfronts (i.e. the Brandywine on the north and the Christina on the south).

Parks, Recreation, & Open Space Land Use Descriptions

As described in the draft **East Side Analysis Area Community Notebook - January 2001**, there is considerable recreational land or open space within the ESAA that is available for the general public. An inventory analysis of the recreational areas within the ESAA reveals that its recreational areas are widely scattered throughout. In addition to several historic sites, the ESAA contains one City-owned playground, one City-owned outdoor swimming pool, and three City-owned parks. What's more, there are also a couple of small privately owned and public tot lots and pocket parks located therein. The tot lots and pocket parks are play areas that have been created when former buildings were razed and their footprints made into small public parks.

An inventory analysis of the recreational areas within the ESAA reveals that it recreational areas are scattered throughout it. Map G depicts all City-owned open space and public recreational areas within the ESAA. The following sections describe the basic features of each.

- **Dr. Foster Brown Pool** - Located mid-block on the north curb of East 7th Street between East 7th and Lombard Streets, this outdoor uncovered swimming pool is open from mid-June until Labor Day in September. It has a total surface area of about .50 acres.
- **Christina Park** - Located along the banks of the Christina River on its south, this park is bordered by E. 4th Street on the north and east; and by Church Street on the west. This park features numerous old growth trees, primarily Sycamores, and

contains play equipment and play areas for children, older teens, and adults. What's more, it is regularly the site of neighborhood and community festivals and carnivals. It has a total surface area of about 6.80 acres.

- **Herman M. Holloway, Sr. Park (also known as Compton Park)** - Located primarily along the east curb of Lombard Street between E. 7th and E. 5th Streets, this park is bordered by low rise apartments on the west and Drew Pyle Elementary School on the south. This park has play equipment and play areas for children as well as heavy tree cover and walkways for leisurely strolls. It has a total surface area of about 2.20 acres.
- **Kirkwood Park** - Located along the banks of the Brandywine Creek, this park is bordered by Stubbs Elementary School and the Howard High School Educational Park on the west and E. 11th Street on the south. Although this park is located on the Brandywine, water and fish consumption advisories prohibit water activities. This park has play equipment and play areas for children, older teens, and adults. It has a total surface area of about 7 acres.
- **Kruse Playground** - Located at the intersection of E. 14th Street and Clifford Brown Walk (Poplar Street), this urban play area is larger than a typical tot-lot and includes play equipment and play areas for children. It has a total surface area of about .70 acres.
- **The Urban Environmental Center** - Located in the old horse stables of the former mounted police at North Walnut and East 15th Street, the Urban Environmental Center covers the entire block. It is an educational center whose focus is on creating an awareness and an appreciation of the city as a unique and valuable environment comprised of both natural and man-made elements which deserve respect, understanding, and consideration.

In addition to the City-owned open space and park land located within the ESAA, there are some fairly large areas of privately owned land which have been devoted to recreation and children's play areas. As such, when the total amount of City-owned open space and recreation areas is combined with the privately owned park and recreation devoted land, the overall total within the ESAA exceeds the total found in other inner-city analysis areas. Moreover, given the ESAA's strategic location, there are many recreational areas located nearby but outside the ESAA boundaries. These include H. Fletcher Brown Park, Brandywine Park, Tubbman-Garret Riverfront Park, and East 7th Street Park as well as a number of public plazas, fountains, playgrounds, and tot-lots. Most, if not all of these, may be considered within the upper range of reasonable walking distance from the ESAA boundaries.

Using the ESAA's Census 2000 total population (5,976) and the number of acres devoted open space and recreation (17.20), there are approximately 347 people per acre of park land within the ESAA. Similarly, establishing an age bracket of persons 18 and under and then assuming that persons in this age category would most likely be interested in going to parks, there are approximately 114 people per acre.

The Walnut Street YMCA is a multi-purpose recreational center located on North Walnut Street at East 10th Street, on the ESAA's western border. The YMCA houses basketball courts, a swimming pool, both pre-school and after school youth care facilities, weight training and fitness center as well as numerous offices and classrooms.

4. Description of East Side Analysis Area Demographics & Housing Statistics:

The ESAA is comprised of Census Tracts 9, 17 and 20. Accordingly, the analytical focus on the demographic and housing statistical data was on each census tract as contrasted against the City overall. In addition, the data from each of the census tract was combined to present a single image of the ESAA as a whole and then that was contrasted against the overall City. Contained with the **East Side Analysis Area Community Notebook - JANUARY 2001** are tables that delineate the aforementioned analysis for each census tract and for the overall ESAA as well as contrasting it against the overall City. Within the **East Side Comprehensive Development Plan – April 2003**, the salient points of the analytical findings from the demographic and housing statistics of the 2000 Census for Census Tracts 9, 17 and 20 will be largely summarized for the total ESAA.

Current Population:

From 1970 to 2000 and in contrast with the City's population during the same period, the ESAA's overall population did not experience a steady upward swing. A closer inspection reveals that each of the ESAA's individual census tracts 9, 17, and 20 experienced different population movements. For example, from 1970 to 1980, the Census Tract 9 population decreased by about 15.79% and from 1980 to 1990, its population decreased by 2.86%. Similarly, for period 1990 to 2000, the total Census Tract 9 population decreased by nearly 26%.

By contrast, during the period 1970 to 1980, the Census Tract 17 population increased by about 34% and by nearly 45% during the period 1980 to 1990. The Census Tract 20 total population, by contrast, decreased during the period 1970 to 1980 by nearly 5.5% yet rebounded dramatically during the period 1980 to 1990 to post a nearly 62% increase. Likewise, for the 1990 to 2000 period, the Census Tract 17 overall population increased by about 5.7%. Census Tract 20 has shown small but steady increases in overall population during the 1980 – 2000 period.

Overall, the ESAA recorded small but steady population gains during the period 1970 to 1990; but during the period 1990 to 2000, it experienced a small decline of nearly 4.2%. It is noteworthy that population increases in Census Tract 20 were largely due to new construction of row houses and apartment units especially south of East 4th Street. The small overall population decreases may be attributed to demolition of small amounts of the ESAA's older housing stock during the late 1990s to make way for new replacement housing.

By comparison, between 1970 and 1980, while the City's overall population decreased by nearly 12.7%, the population of the overall ESAA increased by nearly 3.6% from 5,459 to 5,660 during the same period. Similarly, during the 1980 -1990 period, while the City's population increased by only about 1.9%, the ESAA population increased between 1980 and 1990 by nearly 8.2%, from 5,660 in 1980 to 6,122 in 1990. Based on the 1990 Census, the ESAA population of 6,122 comprised about

8.55% of the City's total population of 71,529. However, the 2000 census saw the ESAA's share of the City's overall population decline to about 8.22%.

Minority Population:

During the period 1970 -1990, unlike the City's overall racial composition which changed dramatically, the racial composition of the ESAA shifted slightly but overall remained fairly constant. The City's overall population decreased from 80,386 to 70,195 in 1980; then increased to 71,529 in 1990; and to 72,664. Within this population swing, the racial City's overall racial composition also shifted, from about 56% white in 1970 to nearly 63.2% minority in 1990. The 2000 census saw the City's minority population increase slightly from 63.2% in 1990 to nearly 64.5%.

By comparison, the ESAA's demographic changes within the resident population were more consistent and considerably less dramatic. For example, during the 1970-1990 period, the ESAA resident population remained fairly constant with about 7.3% white and nearly 93% minority in 1970 to slightly under 5% white and nearly 95% minority in 1990. The 2000 Census revealed that for the period 1990 to 2000, the ESAA's population was largely unchanged with slightly above 5% white and nearly 95% minority.

Age of Population:

The 2000 Census data for age distribution in the ESAA indicates that nearly 33% of the residents are 17 and under, about 53% are between 18 and 64, and nearly 14% are over 65. When compared against city-wide figures, the comparison reveals that ESAA has a higher number of persons under 17 years of age; fewer people who are in the 18-64 age bracket, and more persons who are 65 years of age and over.

The percentage of the ESAA population under 19 gradually shifted from about 33% of the population in 1970 to just under 35% in 1980. This population segment remained fairly constant in 1990 by remaining at just under 35% of the ESAA resident population. The population segment between the ages 20 and 64 actually decreased between 1970 and 1980 from approximately 52% to about 47% while recording a slight increase in 1990 to about 50%. This increase may in part reflect the maturation of those that were under 19 in 1980 but most likely reveals the in-migration of this age group into ESAA. The ESAA segment of the population over 65 has been up and down between 1970 and 1990, increasing from about 14.78% in 1970 to approximately 19% in 1980 and decreasing to just under 16% in 1990.

Gender:

In both 1970 and 1980, the ESAA and the City had very slightly similar ratios of male to female residents. For example, in 1970, the percentage of ESAA males was nearly 47% and for females, it was about 53%. For the same period, by comparison, the City's overall gender profile was nearly 46% males and about 54% females. In 1980, the ESAA gender profile percentage for the resident

population was about 43% male and nearly 57% female. By contrast, the City gender profiles in 1980 changed only slightly from 1970's numbers to about 45% males and nearly 55% females. In 1990, ESAA gender profile was about 44% male and nearly 56% the percentage of females. For the City, the 1990 overall population's gender profile was nearly 46.5% male and about 53.5% female. In 2000, the census data revealed that about 46.3% of the ESAA population was male and nearly 53.7% of the population is female. This compares with the City's gender profile of nearly 48% male and about 52% female.

Income:

For many years the ESAA has had an overall income level that is below the Citywide mean household incomes. What's more, a closer examination reveals that there are also differences between the individual ESAA's census tracts as well as between the overall ESAA when contrasted against the citywide household income.

For example, in 1990 census income data revealed that the City had a mean household income of \$35,060 as compared to \$23,518 for ESAA Census Tract 9; \$15,990 for Census Tract 17; and for Census Tract 20 the mean household income was \$23,237. Stated differently, in 1990 Census Tract 9's mean household income amounted to about 33% less than the Citywide figure; Census Tract 17's mean household income amounted to about 54% of the Citywide figure; and Census Tract 20's mean household income amounted to nearly 34% of the Citywide figure. In 2000, the City's median household income was \$35,116 while Census Tract 9 had a median household income of \$27,946; Census Tract 17 had a median household income of \$11,490; and Census Tract 20 had a median household income of \$28,672.

Similarly, in 1980 the citywide mean household income was \$16,333. In 1980, Census Tract 9 had a mean household income of \$9,934; Census Tract 17 had a mean household income of \$7,942; and Census Tract 20 had a mean household income of \$11,305. While all ESAA census tracts had mean household incomes which were below that of the City's, the data clearly shows that each census tract reflects a different variation in the gap between the Citywide figures and between the other ESAA census tracts.

Reviewing the 1980 and 1990 U.S. Census data regarding low & moderate income households reveals that the ESAA's individual census tracts were varied concerning their respective percentages of low & moderate income households. What's more, when the low & moderate income data for the ESAA's individual census tracts were contrasted against the Citywide average for the same periods, the ESAA records higher percentage levels of low & moderate income households. For example, in 1980 while nearly 37% of the City's total households low & moderate income. For the same period, Census Tract 9 had approximately 78% low-income households; Census Tract 17 had nearly 85% low-income households; and Census Tract 20 had about 56% low-income households.

Using 1990 data, nearly 41% of the City's households were low & moderate income. Using the same data analysis methodology, by contrast, nearly 37% of Census Tract 9's households were low &

moderate income. Likewise, nearly 47% of Census Tract 17's households were low & moderate income and for the same period, Census Tract 20 had slightly more than 37% of its households being characterized as low & moderate income. So while the ESAA's combined data reveals that while the gap between the number of low & moderate income households found within it as compared to Citywide totals is lessening, the individual census tracts still display high percentages of low & moderate income households.

Reviewing 2000 census data reveals that about 49.8% of the City's households were City's median income. Similarly, nearly 17% of the City's households had income levels that were recorded in the 2000 Census as being below the poverty level.

Using the 2000 census data, the ESAA's Census Tract 9 had 57 of its 732 households with income levels that were below the poverty level. Census Tract 17 had 234 of its 1464 households with income levels that were below the poverty level. Census Tract 20 had 26 of its 185 households with income levels below the poverty level.

In addition to examining available census data on household income levels, a cursory analysis of wage tax data was also performed. It should be noted that while wage tax data provides a good snapshot of the ESAA's economic indicators, the available data is just a snapshot. A detailed analysis of many recording periods would be needed to accurately perform a citywide analysis in order to draw citywide conclusions.

A better, more reliable depiction of actual economic spending power among ESAA residents could be achieved by examining the earned income tax data (i.e. gross wage tax) collected by the City of Wilmington. A cursory analysis of citywide wage tax data that was broken down by census tracts for the period 1993 - 1998 was conducted by Planning staff.

Unlike the U.S. Census Data which is collected once a decade via a self-disclosure questionnaire, the wage tax data is collected each time a person receives a pay check or salary and is thus, readily available. What's more, the data is reliable, repetitive, objective, and collected by the City so that self-identification by residents isn't necessary. The findings from this analysis are significant. The wage tax analysis for each of the ESAA's census tracts revealed that during the 1993-1998 period:

- about 50.4% of ESAA's Census Tract 9 employed residents earned \$10,000 or less;
- nearly 58% of ESAA's Census Tract 17 employed residents earned \$10,000 or less; and
- approximately 58.9% of ESAA's Census Tract 20 employed residents earned \$10,000 or less.

In summary, when any analytical methodology is used to examine social or economic behavioral patterns it includes certain inherent deficiencies. Those analytical methodologies which rely upon data that is provided through self-disclosure questionnaires should be used with greater caution. Self-

disclosure questionnaire based data is frequently very data is subjective and therefore the responses should not be considered objective and resulting accuracy can not be assured. Accordingly, using both the wage tax analysis and the census data concerning employment and income together provide a better view of the ESAA's income characteristics. However, it should noted that neither of these tools is useful in assessing the significance or value of the shadow economy in the ESAA's overall economy.

Employment:

In the **East Side Analysis Area Community Notebook - January 2001**, the employment characteristics of the ESAA's census tracts are examined and contrasted between each other as well as against the citywide employment characteristics. The findings from this analytical effort reveal the reasons for the variance in mean household income can be found in subtle differences both the 1980 or 1990 occupational categories of the residents and the responses within each.

For example, in 1990, Census Tract 9 had an unemployment rate of 15.7%; Census Tract 17 had an unemployment rate of 18.4%; and Census Tract 20 had an unemployment rate of 21.1%. These combined rates gave the overall ESAA had an unemployment rate of 17.3% compared to the overall City rate of 7.1%.

Similarly, in 2000, the City had an unemployment rate of 5.8%. Census Tract 9 had an unemployment rate of 7.6%; Census Tract 17's had an unemployment rate of 7.8%; and Census Tract 20 had an unemployment rate of 24.5%.

Housing & Household Characteristics:

A review of housing & household characteristic data from the 1980 and 1990 U.S. Census reveals that, on average for both periods, the overall ESAA had a higher percentage of rental housing units; a higher percentage of female-headed households; and a higher percentage of vacant units than did the overall City. Also between 1980 and 1990, the percentage of owner-occupied housing units in the ESAA increased by less than one percent, from 29.97% to 30.84%, while the Citywide percentage of owner-occupied housing units increased slightly by 1.51% for the same period. Between 1980 and 1990, the number of owner occupied units in the ESAA increased by 19 units, from 687 to 706, while the number of rental units increased slightly from 1605 to 1609. In 1980, the ESAA's average gross rents were about 37.4% lower than those Citywide; this difference decreased slightly in 1990 as ESAA average gross rents were about 23.3% lower than those Citywide.

Between 1980 and 1990, the percentage of families in the overall ESAA with a female head of household increased from about 31.2% to nearly 35.9%. These rates are well above the Citywide figures of nearly 34.7% and 38.2% for the same years. Moreover, while the City's vacancy rate decreased between 1980-1990, from 11.7% to 8.6%, the ESAA's vacancy rate of 22.51% in 1980 decreased to 15.77% during the same period.

In 2000, the patterns of housing & household characteristic data remained pretty much consistent same for the ESAA. Between 1990 and 2000, the ESAA experienced nearly a 13% increase in number of rental housing units. The number of owner occupied unit decreased by nearly 25% and the number of vacant units increased by about 24%. Also during this same period, the number of total occupied housing units in the ESAA increased by 49.

III. RECOMMENDATIONS PROPOSED FOR THE EAST SIDE ANALYSIS AREA

Dating back to its early founding in the 1600s, the ESAA's age makes it one of Wilmington's oldest communities. The East Side Analysis Area consists of numerous small neighborhoods that have been historically woven together in an urban context. Given the varying locations of the ESAA's neighborhoods, each developed in response to certain historical initiatives or catalysts. For example, those neighborhoods and their remaining buildings along the Christina River still reflect that early industrial heritage when the river was a commercial waterway. Similarly, other influential development forces helped to frame the individual character of each neighborhood as well as the overall ESAA. As is typically the case for most east coast urban communities, within the larger Wilmington context, the ESAA is an area under pressure for redevelopment and therefore some of it should be viewed as in transition.

The ESAA's built environment (i.e. man-made) consists of residential, manufacturing, and commercial/retail structures and land uses. Within these broad land use categories, the physical structures located therein are in varying conditions and states of occupancy. Because the ESAA developed at a time when the predominant mode of human transport was walking, the residential and neighborhood commercial structures therein were built at a human scale very close to the job sites. Accordingly, virtually none of the residential dwellings were built to include automobile garages or off-street parking for personal autos. This situation notwithstanding, the ESAA's overall housing stock covers a broad range of conditions. These conditions range from new and nearly new state-of-the-art to historically significant well-maintained and well-preserved structures to some buildings that are dilapidated, vacant, beyond salvation and suitable for demolition.

On the one hand, the ESAA contains the City's East Side, St. Mary's and Old Swedes Historic Districts which, though separate identifiable neighborhoods, are linked. Contained within each districts are structures dating back to Wilmington's earliest founding specific to that neighborhood as well as an historic period of intense industrial growth 1830 to 1910. On the other, one can easily identify the recently constructed (late 1990s construction and opening) new Walnut Street YMCA as well as the new construction of McCaulley Court residences and other works in progress i.e., Kirkwood Manor. The urban renewal projects of the late 1960s and 1970s also brought new housing into the ESAA. Given the ESAA's strategic location as an eastern gateway into the Wilmington CBD and as well as one of the oldest residential areas within the City, it has numerous social, economic, and environmental challenges and opportunities confronting it as the new millennium emerges.

For example, because the ESAA lies adjacent to the CBD, its streets and sidewalks get considerable use by pedestrians and motorists traveling to CBD destinations. But adapting the existing ESAA's public rights-of-way to this increased use should not be at the sacrifice of the community's historic qualities. Nor should its need to remain livable for its inhabitants be sacrificed for the sake of transitory automobile use and on-street parking. From a public policy perspective, the ESAA as a whole should not become simply a traffic thoroughfare and surface parking lot, servicing the workers of the CBD.

The population demographics within the ESAA are changing and will require commensurate changes in the surrounding environment to successfully address and meet the challenges associated with those changes. In order for the ESAA to remain viable as a residential community, the built and man-made environments will need remedial work to absorb the changing demographic fabric.

The ESAA also contains numerous economic challenges. How all these challenges and opportunities are met will set the foundations for the ESAA's overall future growth within the City. For example, environmentally, the ESAA has redevelopment challenges since it contains numerous brownfields, some more deleterious than others. These sites are vestiges of the ESAA's past industries and those respective manufacturing processes. Each identified contaminated site presents its own unique set of challenges and opportunities both for the neighborhood's continuing viability as a residential area and for future economic development. These challenges and opportunities must be met with rationally determined solutions which will set the foundations for the ESAA's overall future growth within the City.

The ESAA's physical structures cover a broad range of conditions. They range from dilapidated and abandoned row houses, corner commercial properties, and factories displaying all the classic signs of stereotypical urban blight to newly constructed row houses and rehabilitated residential structures. Some of the older, more significantly dilapidated structures appear to warrant immediate demolition. A block-by-block survey reveals that there are some older row houses that are in fair to excellent shape.

Because the ESAA was the site of several urban renewal projects, there are areas where homes were built under these programs sitting adjacent to older homes. In recent years, focused and directed efforts by collaborative partnerships among public and private organizations, whose main thrust is housing development, have been gaining momentum in the ESAA. These collaborative groups have pooled their resources to create pockets of newly constructed homes and apartment buildings within the ESAA.

Ongoing field observations of the ESAA's external housing conditions as well as reviews of reports from the City's Department of Licenses & Inspections concerning housing code inspections and housing code violations reveal that many buildings and residential dwelling units within the ESAA are currently boarded up, i.e. vacant and secure. A surprising number were also showing signs of classic neglect and abandonment, i.e. vacant, open, and extremely dilapidated, have been boarded and secured to prevent access by vagrants and others stripping the units of re-saleable metals and parts.

Further, the City's Department of Licenses & Inspections is actively involved in monitoring many inhabited dwelling units which have been cited for housing code violations. When follow-up inspections have been conducted, many of these have been found to comply with the housing code standards. However, despite the diligence of the City's Department of Licenses & Inspections, there are specific residential dwelling units within the ESAA which have been identified which have been abandoned by their owners. Actions are underway by the City, in partnership with local community development corporations and other non-profit agencies, to remedy these situations.

As major gateways into the Wilmington CBD, the ESAA's streets and sidewalks receive considerable use. Most of the ESAA's streets and sidewalks are generally in good condition with few of them needing re-surfacing or re-construction. The exception are those few limited high traffic spots which experience extremes in wear and tear as well as weather related pavement breakdowns. There are, however, issues of concern. Some of these were discovered during field observations; while others were revealed via input from attendees at the ESAA public meetings. What's more, the strategic location of the ESAA, as well as its history, should place its most heavily traveled streets on a fast track for needed capital improvements.

Several transportation projects impacting the flow of traffic through the ESAA have started to move from concept to completion. Many of the ESAA's transportation projects are focused on improving access not only into the Wilmington CBD but also throughout the ESAA itself. In addition, some the transportation projects, once completed, will result in improved access to the neighborhoods across the Brandywine, the Christina, and to areas beyond the CBD including the emerging commercial center along the Christina Riverfront. Contained within this **East Side Comprehensive Development Plan** will be recommendations for public transit as well as street and highway focused transportation projects which will improve traffic movement within the ESAA and will directly benefit its residents. More detail on transportation recommendations specific to the ESAA are delineated herein.

Consistent with sound comprehensive urban planning practice, the ESAA Comprehensive Development Plan received public review and public input throughout the plan's preparation, approval, and adoption process. At the public input meetings, it was stressed that the Comprehensive Development Plan's public policy goals would reflect the community's collective interests for enhancing and strengthening the indigenous communities by addressing their multi-faceted needs.

Given this, residents presented numerous suggestions to increase the number and type of owner-occupied residential dwellings available within the ESAA. Similarly, public input recommended that economic development should be spurred within the ESAA. Others stated that recommendations should address issues concerning various social, environmental, and transportation concerns of residents.

The process used to prepare the ESAA Comprehensive Development Plan used extensive public participation and field observations of the community. As such, the recommendations contained within this comprehensive development plan are a result of the synergy generated by ESAA residents who are active in their citizenship and reality based field observations of the ESAA's community life. Given the public input concerns and the field observations, a series of recommendations have been developed for the ESAA.

The following are land use and zoning as well as other types of urban planning and urban public policy recommendations for the East Side Analysis Area (ESAA). Each of the proposed re-zoning recommends is shown on Map D-1. The individually proposed re-zoning recommendations for the ESAA are depicted on Maps D-2 through D-8.

Section 1. Land Use & Zoning Recommendations

Area 1 – Located Generally Along North Walnut Street from Front Street to East 4th Street (Map D-2)

1). Recommendation - It is recommended that the southern boundary of this existing C-1 zone located at the current site of the City of Wilmington Public Safety Building generally at the intersection of Walnut Street and East 3rd Streets, be relocated from its present location dissecting the property to within the East 3rd Street public right-of way. (See Map D-2)

It is also recommended that the northern boundary of the existing C-2 zone located along east side of North Walnut Street between East 2nd and Front Streets which extends between North Walnut Street to Lombard Street be relocated from its present location. The proposed location of the northern boundary of the existing C-2 zone would be within the East 2nd Street public right-of way between North Walnut Street and Lombard Street. The zone boundary presently dissects the parking lot of rental car company as well as a couple of apartment buildings. (See Map D-2)

Rationale - The proposed zone boundary relocations seek to rationalize the boundaries consistent with existing as well as proposed land uses on the properties therein. Moving the C-1 zone's southern boundary as well as the C-2 zone's northern boundary from their respective present locations rationalizes the zone boundaries for each respective zone. It eliminates the dissecting action of the boundaries cutting across existing land uses. It also reduces the likelihood of confusion which may result if a properties located therein are sold to different buyers. It is also consistent with similar practices implemented in re-zoning recommendations of previously adopted comprehensive development plans for other analysis areas as well as separate re-zoning actions considered by the City Planning Commission.

Relocating the C-1 zone's southern boundary from its current location to the East 3rd Street right-of-way eliminates the dissection of the Public Safety Building property by the boundary lines separating the C-1 and R-5B zones. Likewise, relocating the C-2 zones northern boundary from its current location to the East 2nd Street right-of-way also eliminates its dissection of the properties located along southern curb of East 2nd Street between North Walnut and Lombard Streets.

Area 2 – 500 Block of North Walnut (Map D-3)

1). Recommendation - It is recommended that the C-2 zone located at the corner of North Walnut Street and East 5th Street be re-zoned to R-5-C. This re-zoning is proposed because the site is actually within the setback of the high rise apartment building (Windsor Towers) located at this corner. What's more, given the apartment building's location, it is unlikely that any C-2 use would be approved for construction. (See Map D-3)

Rationale - The C-2 zone is located within the setback of the high rise apartment building located immediately adjacent to this zone. Re-zoning the C-2 site to R-5-C would not prevent certain commercial uses from occurring within this area since the intensity of use for this site specific location would remain consistent.

Area 3 – Waterfront/Manufacturing Area Along Railroad Viaduct (Map D-4)

Contained herein are a series of recommended individual re-zonings that are proposed for three separate but adjacent properties. As shown on Map D-4, these proposed land use re-zonings should be considered as a single linked package of recommended re-zonings. The properties located in the same general area proposed for re-zonings area located at the intersection on Front Street between Lombard and Church Streets. (See Map D-4)

1). Recommendation - It is recommended that the property located along Front Street with water front access between Church and Lombard Street which current zoned W-2 be re-zoned to W-4. It is also recommended that the property bounded by Front Street on the south, Church Street on the east and the AMTRAK viaduct on the north and west and currently zoned M-2 be re-zoned from M-2 to W-4. It is further recommended that the portion of the M-2 property located immediately adjacent to and generally north of the AMTRAK viaduct and contained within the parcel bounded by Lombard Street on the east and East 3rd Street on the north be re-zoned to M-1.

Rationale - This package of proposed re-zonings seeks to rationalize the zones within the area by providing uniform land use policy guidance concerning future waterfront development for properties adjacent to one another within this immediate area.

The creation of the W-4 zones along both sides of Front Street between Lombard and Church Streets yet very close to Christina Park creates a single large waterfront mixed-use zone traversed by Front Street. As proposed this zone would permit a wide range of mutually supportive & related land uses within it, including commercial/retail offices on the ground floors. This proposed re-zoning, with its inherent matter of right uses, could help to encourage and stimulate synergistic redevelopment pockets along this portion of Front Street. Such redevelopment could connect redevelopment activities at this location with the Christina River and Christina Park as well as with those that are already occurring further upstream. What's more, the existing AMTRAK viaduct provides a natural physical barrier between any uses that might occur within the proposed M-1 zone and the proposed W-4 zone.

Area 4 – 1100 Block of Wilson Street & Clifford Brown Walk (Poplar Street) (Map D-5)

Recommendation – It is recommended that the C-4 zone located within the geographic area commonly called the Upper East Side be re-zoned (See Map D-5). This proposed re-zoning recommends the following actions.

- Re-zone a portion of the C-4 zone from C-4 to R-3. The area identified for this proposed re-zoning action, while of an odd shape., is largely row house (R-3) residential. As proposed, the area would be bounded generally on the north by a line drawn mid-block between East 12th and East 13th Streets and between by Poplar Street on the east and Wilson Street on the west; along East 12th Street between Wilson and Poplar Streets on the south; East 11th Street on the south; and on the west, the rear property lines of those properties found along the east side of North Walnut Street between East 11th and the

mid-block area of East 12th Streets; and

- Re-zone the remaining portion of the C-4 zone from C-4 to C-2. The area identified for this proposed linked re-zoning is defined as that portion of the existing C-4 zone bounded by East 12th Street on the north; East 11th Street on the south; Wilson Street on the west and Poplar Street (Clifford Brown Walk) on the east.

Rationale - The proposed re-zoning actions, if approved, would accomplish several things. Although it focuses on a single area, this proposed re-zoning is really a package of inter-connected re-zoning actions centered on one area that are designed to strengthen the neighborhoods by inhibiting encroachment into it by commercial uses better suited for Wilmington's central business district. The existing C-4 zone is generally surrounded on all sides by residential units, surface parking lots and by a public school campus. These are all land uses permitted by R-3 zoning. The matter of right uses permitted under C-4 zoning frequently have negative impacts on residential communities similar to those R-3 communities surrounding the existing C-4 zone. If approved, the re-zoning would add a margin of protection to the existing and re-emerging residential character of the surrounding community. Finally, under the existing zoning scenario, if a business development interest sought to maximize return on investment by purchasing and re-developing the land parcels comprising the C-4 zone to its highest and best use, the result would most likely have devastating effects on the remaining uninvolved residential community. Therefore, the proposed re-zoning recommendation seeks to enhance and protect the residential character of the Upper East Side.

Area 5 – 700 Block of East 4th and East 5th Streets (Map D-6)

Recommendation – This is a package of related and inter-connected re-zoning actions centered generally on one geographic area (See Map D-6). This odd shaped C-5 zone is traversed by East 4th Street and bordered by Lord Street on the north; Church Street on the east; Spruce Street and Pine Street on the west; and East 3rd Street on the south. In this regard, the re-zoning action proposed herein is similar step-wise to the package of proposed re-zoning actions described for Area 4. The proposed re-zoning for Area 5 recommends the following re-zoning actions.

- As shown on Map D-6, it is recommended that the C-2 zone located at the intersection of Church and East 5th Streets and bordered by these previous two streets as well as Lord Street on the north and generally by Spruce Street on the west be re-zoned from C-2 to R-3.
- As shown on Map D-6, it also recommended that the large C-5 zone generally located at the AMTRAK viaduct be re-zoned. A portion of it would be re-zoned from C-5 to R-3 and another portion of it would be re-zoned from C-5 to C-2.
- The existing triangular shaped C-5 zone bordered by Church Street, Lord Street and the AMTRAK viaduct would remain as currently zoned.

The portion of the C-5 zone that would re-zoned from C-5 to R-3 is between East 4th and Lord Streets

and generally between Church Street on the east and Spruce Street on the west. Likewise, the portion of the C-5 zone that would be re-zoned to C-2 is located along the south side of East 4th Street, between Church Street on the east and Pine Street on the west with East 3rd Street on the south.

Rationale – This re-zoning is recommended for several reasons. First, if approved the re-zoning will help to buffer the adjacent residential communities from commercial encroachment radiating from the East 4th Street corridor. This buffer will help to protect and stabilize the residential communities extending north along Church and Spruce Streets. Second, the proposed re-zoning also better categorizes the existing land uses located within the existing C-2 and C-5 zones located along East 4th Street and lessens the likelihood that more intense land uses will develop that may be incompatible with the surrounding residential areas. What's more, the proposed re-zoning package provides land use policy guidance for a path forward that seeks to reconnect with East 4th Street as a gateway into the Wilmington CBD while also enhancing and stabilizing the re-emerging education campus complexes and residential neighborhoods adjacent to the intersection of East 4th and Spruce Streets. Third, it is envisioned that the areas along the south curb of East 4th Street between Church and Pine Streets may be redeveloped in order to achieve a higher and better use in the future when compared to the land uses presently occupying this site. Finally, when viewed as a comprehensive connected and linked package of re-zonings, the proposed re-zonings contain inherent land use policy guidance. This overall guidance seeks to blend land use development opportunities that capitalize on this area's unique major natural resources and historically unique structures (i.e., Christina Park, the Christina River and the waterfront structures, and 4th Street as a gateway arterial) with the need for redevelopment.

Area 6 – 1200 Blocks of North Walnut Street (Map D-7)

Recommendation – It is recommended that the C-3 zone located along North Walnut Street between East 13th Street with the area commonly called the Upper East Side be re-zoned (See map D-7) in several inter-related actions. Beginning at East 9th Street and ending mid-block between East 12th and East 13th Streets, this proposed re-zoning focuses primarily on about 4½ separate blocks along east curb of North Walnut Street and it is really a package of related and linked re-zoning actions.

This proposed re-zoning recommends the following individual steps as linked a single action.

- As shown on Map D-7, it is recommended that the southwest corner of area located at the intersection of North Walnut and East 10th Streets be re-zoned from C-3 to C-4.
- As shown on Map D-7, it is recommended that the eastern boundary of the C-3 zone be shifted from its existing location to a proposed location that is within the North Walnut Street public right-of-way. Currently, this eastern C-3 zone boundary is congruent with the rear property lines of the row houses located along North Walnut Street from East 10th on the south end to mid-block between East 12th and East 13th Streets on the north.
- As shown on Map D-7, with the shifting of the C-3 eastern boundary from its present location to a new location within the North Walnut Street right-of-way, the row house areas not located at corners would be re-zoned R-3.

- As shown on Map D-7, it is also recommended that several corner commercial properties be re-zoned from C-3 to C-1. The specific corner locations include:
 - the northeast corner at the intersection of North Walnut & East 9th Streets;
 - the southeast corner at the intersection of North Walnut & East 11th Street; and
 - the southeast corner at the intersection of North Walnut & East 12th Streets.

Rationale – There are several reasons for this proposed re-zoning. First, the proposed re-zoning will add a margin of protection and stability to the re-emerging residential character of this North Walnut Street corridor and the residential areas adjacent to it. Second, the action to shift the C-3 zone's eastern boundary from its present location to one within the North Walnut Street public right-of-way is consistent with previously approved re-zoning actions in other analysis areas. Third, the recommended re-zonings at corner intersections will focus neighborhood commercial activity at the corners and lessen the likelihood that commercial activity could occur at mid-block locations and adversely impact or disrupt residential continuity. Finally, the proposed re-zoning at the southwest corner of North Walnut & East 10th Streets simply rationalizes the zoning for this area since the corner is actually completely contained within the MBNA building existing at this location.

Area 7 – The Upper East Side's M-1 zone (Map D-8)

Recommendation - Located within an area commonly called the Upper East Side, it is recommended that the M-1 zone located generally between East 14th Street on the south; East 16th Street on the north; French Street on the west; and Clifford Brown Walk on the east be re-zoned from M-1 to W-4.

Rationale - It is the goal of this proposed re-zoning to capitalize on the this zone's location adjacent to the Brandywine Creek. The proposed re-zoning would permit greater flexibility in future land use development decisions by designating this waterfront zone that permits and encourages mixed land use development in those areas adjacent to Wilmington's waterfronts. The existing M-1 zone dates back to an early period in Wilmington's historic development for this area that is long since passed out of existence. The proposed W-4 zone, if approved, could have land uses that help it to function as a transition zone between the largely residential areas located across the Brandywine Creek via the 16th Street bridge from those located in the Upper East Side and in the more intense row house communities found within the ESAA areas adjacent to the Wilmington CBD. What's more, the proposed waterfront zone recognizes the importance of linking and retaining public access between the Brandywine Creek, the Upper East Side and the Urban Environmental Center.

Section 2. Transportation Recommendations for the ESAA

Streets & Highway Transportation Recommendations

Because transportation is the engine of economic development and the key to continued growth and development of a region, during the preparation the ESAA's comprehensive development plan, the transportation infrastructure of this analysis area was reviewed through field work and archival

research. In addition, numerous public comments were received concerning the perceived transportation needs and deficiencies of their communities. During this effort, the transportation and traffic improvement recommendations proposed for implementation within the ESAA have been developed to address identified problems and concerns that were noted:

- as issues identified during ESAA field observations;
- as items documented in transportation planning studies and reports; and
- in response to public input.

Some of the recommended projects are listed in other documents, most notably among these are the Wilmington Studies reports; the Wilmington Downtown Transportation Study; and the Urban Corridor Studies project report. In some cases, the proposed projects can be classified as Transportation System Management (TSM) types of projects. Others are remedial traffic engineering projects frequently involving active re-construction of an intersection or parts of the right-of-way. These may be undertaken in response to changes in traffic patterns and volumes.

Typically, TSM projects are relatively low cost; relatively easy to install, implement, or construct; and, when fully operational, provide an appreciable return on investment for an enhanced quality of life pursuant to the public's safety, health, and welfare concerning improved traffic flow. Others can be classified as transportation enhancement projects whose purpose is to enhance the transportation environment by making it more user-friendly and more compatible with adjacent land uses or future development of same. Still others combine the best practices of demonstrated successful approaches to solving transportation and traffic problems with the goal of ameliorating negative unintended and unanticipated consequences resulting from single focus solutions implemented in complex dynamic urban environments.

The recommendations also include the goal of using available technology to the greatest degree possible to ameliorate transportation problems without new construction and its associated disruptions to the surrounding environment. For example, re-examining how best to use older, less expensive existing traffic management technology to better manage traffic movement within and throughout the ESAA helps address and solve traffic problems without right-of-way expansion. Traffic management technology can be used:

- to synchronize the traffic signals to accommodate emergency vehicle movement;
- to improve traffic flow consistent with peak travel periods, trip desires, and traffic volumes; and
- to increase the capability of a street to handle traffic efficiently, safely, and expeditiously without reconstructing existing roads or building new roads.

Likewise, new technological or engineering approaches to solve CBD and urban neighborhood traffic problems are emerging from the application of certain surface transportation and environmental air quality policies nationally, i.e. federally funded Congestion Mitigation/Air Quality programs.

1). A Citywide Comprehensive Transportation Facilities, Services & Major Route Plan

Recommendation - It is recommended that a citywide comprehensive multi-modal transportation facilities, services, and major route plan be prepared and regularly updated. It is further recommended that such a plan take a comprehensive overview approach towards addressing the individual specific transportation issues and needs of each geographic area of the City including neighborhoods, the downtown and central business district, as well as the port of Wilmington and the waterfronts. Such a document would include policy statements and sections on the following:

- railroad services, rights-of-way, & facilities for freight movements and passenger travel;
- the port & water-borne commercial transportation services & facilities;
- local & regional mass transit & interstate common carrier fixed facilities & services;
- trucking terminals & urban goods movement activities;
- heli-o-port facilities & helicopter operations;
- bicycle planning;
- streets and highways planning & development;
- street & highway emergency evacuation routes;
- transportation system management & intelligent transportation system applications;
- social, economic, & environmental impacts of transportation policy;
- parking policy; and
- pedestrian movements.

Such a plan would by necessity be dynamic and comprehensively address all areas of Wilmington's overall transportation scenario. It would include discussion of the roles of the City's partners in local transportation planning and development activities.

Rationale – There is a need for an overall comprehensive transportation plan for the City of Wilmington which is dynamic and which comprehensively addresses all elements of Wilmington's vast transportation mosaic. By definition, such a plan would help Wilmington's decision makers better coordinate transportation, parking and traffic operations as well as transportation planning and system development.

2). Within the ESAA, Better Utilize Technology As A Traffic Management Tool

Recommendation - It is recommended that the applicability and cost effectiveness of using various types of traffic management technology, including intelligent transportation system (ITS) technology, be studied for appropriateness in application to the traffic and transportation management needs of Walnut Street, East 10th Street, East 4th Street, East 2nd Street, Church Street, and Spruce Street. The goal of such an effort will be to better manage traffic movement within and through the ESAA without building additional roadways or applying extensive remedial traffic engineering construction at site specific locations.

Rationale – While the ESAA's traffic circulation issues may appear to be localized, they are in fact part of Wilmington's comprehensive transportation system. The application of traffic management technology to the ESAA's aforementioned major streets might help relieve traffic congestion and

improve traffic flow not just within the ESAA but also citywide. Traffic management technology can be used to synchronize the traffic signals, to facilitate emergency vehicle movement and to improve traffic flow consistent with peak travel periods, trip desires, turning movements, and traffic volumes. The thoughtful application of traffic management technology can increase the capability of a street network to handle traffic efficiently, safely, and expeditiously without new roads construction.

3). Increase Enforcement of Traffic & Parking Regulations

Recommendation - It is recommended that the Wilmington Police Department and the Public Works' Division of Parking Enforcement collaborate to create a two pronged approach aimed at addressing illegal vehicular parking and vehicle speeding within the ESAA. The Wilmington Police Department should temporarily station the recently purchased portable, self-contained speed display and monitoring unit (i.e. the Speed Monitoring Awareness Radar Trailer) at various sites within the ESAA which are experiencing traffic violations of excessive speed. Once on site, this unit could be used to record speeders and issue citations.

Units of the Division of Parking Enforcement should increase their parking regulatory enforcement activities within the ESAA to ticket violators of parking regulations and expeditiously remove abandoned vehicles.

Rationale - A goal for the ESAA was to protect and enhance the ESAA's quality of life. This goal was frequently repeated by persons attending the public meetings. Vehicles operating illegally (i.e. high rates of speed, unsafe operation, double parking, excessively loud music, etc.) or vehicles illegally parked (i.e. abandoned) on neighborhood streets within and through the ESAA were perceived by persons attending the ESAA public meetings as adversely impacting the area's quality of life. Key among these were high rates of speed; impeding the flow of traffic (double parking); and parking abandoned vehicles. Vehicles traveling at speeds which exceed the posted safe speeds for a local street within a residential community were perceived as reducing an area's "quality of life issue". As such, strict traffic enforcement of prevailing speed limit regulations promotes positive perceptions of the area's streets as residential and "people friendly".

This type unit has been successfully used in other cities as an aid to traffic speed limit enforcement. Typically, the unit is set up in areas experiencing speed limit compliance problems and permitted to operate for several weeks. Coincident with this, police vehicles are placed either on the same street or in the immediate vicinity of that same street to issue speeding tickets or other citations to speeders.

Because excessive speed is a leading cause of vehicular accidents, reducing the number of speeders will lead to decreased accidents and safer ESAA streets. Also, with fewer accidents requiring fewer responses, police officers can devote more time to crime prevention. Moreover, as a mobile unit, it can be easily and quickly set up at various spots within a community to promote compliance with prevailing traffic speed limits. It is also recommended that after the aforementioned radar unit is removed, that active law enforcement be followed up to ticket traffic speed limit violators.

Abandoned vehicles create harborage opportunities for rodents, become eyesores, generally become

attractive nuisances, and lower the quality of life where permitted to proliferate. Given the geometry of ESAA neighborhood streets, abandoned vehicles occupy curb space that could be used for parking. Moreover, abandoned vehicles frequently become sites for illegal dumping which leads to negative perceptions of the surrounding neighborhood.

4). Undertake ESAA Corridor Specific Streetscape Enhancements

Recommendation - It is recommended that within ESAA, the North Walnut Street and East 4th Street streetscape environments be enhanced as more pedestrian friendly environments commensurate with these streets standing as a major access streets, traffic distributors into the Wilmington CBD, and multi-modal transportation corridors. Realization of this recommendation should be achieved via a collaborative partnership of City of Wilmington, WILMAPCO, and DELDOT in order to design and fund appropriate projects aimed at increasing the pedestrian friendliness of the streetscape.

Rationale - The specifics for these projects have been delineated as part of the Wilmington Downtown Transportation Study. As originally specified, these projects include major pedestrian and transit customer improvements that would also link the City's central business district as well as those communities adjacent to these two streets. The proposed projects would traverse a host of activity centers and trip generating areas.

As recommended, designing and implementing transportation projects for these two streets will improve pedestrian linkages between the ESAA and the activity centers adjacent to each, adding value to each. Likewise, enhancing the North Walnut Street and East 4th Street streetscape environments to make them both more pedestrian friendly and transit supportive, while also successfully integrating other types of vehicular traffic, will create model inner urban gateway projects. What's more, given the multi-modal nature of the both corridors, there may be creative federal financing opportunities that could be used to cover the cost of the overall project. The City should continue working cooperatively thru WILMAPCO and DELDOT to achieve the best results.

5). Re-Evaluate Impact of Wilmington Transportation Center Improvements on the ESAA

Recommendation - It is recommended that all projects which may be related to the proposed Wilmington Transportation Center Improvements be re-considered in light of their impacts on the adjacent residential communities of the ESAA. In particular, those residential communities in the southern portion of the ESAA, particularly the area bounded by East 4th Street on the north; the Christina River on the south; Walnut Street on the west and Church Street on the east should have additional opportunities for public input. In the east to west direction, this area is traversed by Front Street, East 2nd Street, and East 3rd Street. Likewise, in the north-south direction, the area is traversed by Poplar, Lombard, Pine, and Spruce Streets.

Rationale - Within urban areas unanticipated consequences frequently plague large-scale traffic construction projects and become the bane of adjacent urban residential communities. The aforementioned area has already experienced the unanticipated consequences associated of large scale urban construction projects, i.e. urban renewal. Given the amount of time that has transpired since the last urban renewal project was pronounced completed for this area, it is unlikely that the remaining

sections will suddenly enjoy any benefits of that past urban renewal project. Although the entire area experienced the consequences, much of it did not receive any direct benefits of urban renewal, only receiving the long remaining stigma & vestiges of urban renewal.

6). Add Compton Court Street Name to City Street Base Map

Recommendation – It is recommended that the public right-of-way and vehicular roadway system of the Compton Court complex be added to and shown on the City’s official street base map.

Rationale - This recommendation was identified as a major need among the citizens attending the ESAA public meetings. Citizens noted that many deliver companies are not local and rely on maps to find street addresses. Many maps that are sold by private companies are based on the public record shown by a city’s official map. Placing the public right-of-way and vehicular roadway system of the Compton Court complex on the City’s official street base map will help assure the accuracy of future maps.

Section 2-B Public Transportation Recommendations

1). Bus Stop Realignment for Fixed Route Service

Recommendation - It is recommended that the Delaware Transit Corporation, the operator of DART 1st State fixed route bus service, realign the bus stops along all its regular routes that are located within the ESAA. It is also recommended that public participation be included as part of the bus stop realignment planning and implementation process.

In other cities where the process of bus stop realignment has occurred, it has resulted in increased bus route schedule adherence, improved service reliability, and decreased operating costs since fewer buses will be required to maintain scheduled service intervals between buses. Moreover, the maintenance costs on individual buses will also be reduced since fewer stops and starts are required. An additional benefit includes decreased traffic congestion since buses won’t be required to stop as often along a bus route and the traffic flow will be better. An additional benefit will be the increased availability of curb space for on-street parking for residents and the decrease in parking violations in bus stops.

The recommended bus stop realignment should also include the relocation of bus stops from the near-side of intersection to the far-side of intersections as a traffic accident preventative measure. Likewise, the bus stop realignment should, to the greatest degree possible, avoid installation of any bus stops at mid-block locations. Coincident with the bus stop realignment campaign, it is recommended that appropriate street furniture and passenger amenities (i.e. shelters, Guide-A-Ride canisters, etc.) be installed at the bus stops to increase the customer friendliness of bus stops, increase the availability of stop specific bus route information, and thus encourage increased transit patronage.

Rationale - Increasing the attractiveness of bus stops by making them safe waiting areas and by providing accurate route and schedule information is a “Win-Win” for everyone. It promotes use of the service since increased schedule adherence leads to greater service reliability that customers expect and want. Increased patronage without increased operating costs decreases subsidy requirements and

decreases traffic related congestion. Field observation reveals that while some bus stop upgrades have occurred including installation of shelters and Guide-A-Ride canisters, most do not have Guide-A-Ride canisters displaying route and schedule information. Before and after ridership studies by transit systems with extensive route and schedule information revealed that ridership increases do occur following installation of the canisters. Finally, if a bus stop realignment campaign is coordinated properly through a pro-active focused marketing and public participation effort, an Adopt-A-Stop program can be established throughout the DART 1st State bus route network within Wilmington that showcases bus stops and boosts transit ridership.

2). Establish A DART “Transit On Patrol” Neighborhood Watch Program

Recommendation - It is recommended that DART 1st State establish an ongoing program to increase public awareness of DART buses and drivers as an integral part of the community both for safety and as added dimension of the neighborhood watch or block watch programs. **Passenger Transport**, the public transit industry’s weekly trade publication, frequently describes similar programs operated by transit authorities nationwide. These programs are very low cost to operate and simply involve in publicizing their existence. Examples of such programs include the New Jersey Transit Corporation program, “*Transit On Patrol or TOP*”, or the “*Safe Place - Safe Space*” program operated by METRO Regional Transit Authority in Akron, Ohio.

Rationale - Nationally and throughout Delaware, there are numerous examples of bus operators reporting unusual, dangerous, or emergency situations via their two-radios to dispatchers who in turn contact the local police, fire, or other appropriate service provider. Lives and property have been saved via the involvement of bus operators simply reporting to the dispatchers what they see that is out of the ordinary. Many areas regularly use bus operator reports for radio broadcasted traffic advisories during the morning and evening peak travel periods.

Given these examples, it is reasonable for bus operators to be involved from their seats in the reporting of suspected crime and visible injury to persons or property. Increasing the community acceptance of DART 1st State service via this valued added community service gains it supporters by demonstrating its effectiveness as an extension of existing “Neighborhood Watch” and similar programs. Moreover, because the implementation of this recommendation simply formalizes what occurs naturally among professional bus operators, it should not add costs to DART 1st State’s budget.

3). Establish Sunday Service

Recommendation - It is recommended that DART 1st State implement Sunday bus service that would link the Greater Wilmington/New Castle County region’s major activity centers, churches, and neighborhoods with the ESAA and other Wilmington neighborhoods.

Rationale - Transportation is an integral part of economic development by linking workers with jobs and shoppers with stores. As such, it has been proven that the home-to-work and work-to-home trips are the two trips most people make and have been proven to be vital to an area’s economy. Transporting service workers to and from suburban job sites, the place most new service are developing, has been demonstrated to be a major function of public transportation service. Moreover,

transporting shoppers to and from stores is also very important. Likewise, travel to and from church service is also a major function of public transportation Sunday service since this type of service typically adds to the quality of life. Most passenger surveys recorded an interest in using Sunday bus service.

4). Establish and Market An Unlimited Ride Monthly Bus Pass

Recommendation - It is recommended that DART 1st State develop and implement an unlimited ride monthly bus pass program, in conjunction with and through the CBD's employers. Such a transit pass program would be focused and directed towards improving personal mobility only within the Wilmington CBD during the typical work day which is also traditionally transit's off-peak period for service hours.

Rationale - Studies of urban trip making behavior have found that during a typical work day many downtown workers run errands and make other trips while at lunch. Because of the limited time, many use their personal cars for these trips because the distances are too great to walk comfortably within the time available. Most don't use the traditional downtown circulator service because the route coverage and service frequency is often incompatible and inconvenient for with individual travel needs.

Therefore, the major reason one chooses a personal car over public transit for personal mobility for short trips within a CBD is the perceived convenience, reliability, cost and time-savings associated with driving ones self. If an employee's personal mobility for trip making could be enhanced by riding any bus traveling along any street within the CBD by simply showing a monthly pass that has unlimited rides on it, such a combination would create a "win-win" situation by reducing CBD traffic congestion, reducing automobile caused air pollution, increasing transit farebox revenues without increasing operating costs, and increasing the attractiveness of the CBD as a consumer retail location. place to take care of personal business for all concerned.

Marketing a transferable unlimited ride monthly pass for bus service within a specified geographic area that is valid during those days and times when transit ridership is traditionally low has sparked increased transit ridership. In those central business districts where such bus pass programs have been implemented, single occupancy auto traffic congestion has been reduced while transit ridership increases. In addition, many restaurants and businesses located in the CBD fringe areas reported that their revenues increases coincided with the implementation of the bus pass programs.

If properly advertised and marketed, an unlimited ride monthly bus pass program focused on the CBD employees can help to significantly reduce traffic congestion in a City's downtown area. Defining the geographic limits of the program's eligibility could be accomplished through of brightly colored trail blazer signage. Using a pass program that provides for unlimited rides to major trip generators and attractors for a month within a specific, limited geographic area is a solid economic development tool. A CBD focused bus pass program which combines ease of use, service reliability, time-savings, cost savings and convenience into a program that serves the CBD employee's mobility needs will create be successful. Such a program could be financed, in whole or part, through Congestion Mitigation Air Quality Program of the U. S. Department of Transportation.

5). DART Buses Should Be Sized To Fit Operating Environment

Recommendation - It is recommended that DART 1st State purchase small standard transit buses (less than 40 feet long) for operation within nearly all of Wilmington and in many of Delaware's other urban areas with street geometry and scale of development similar to that of the ESAA and most of Wilmington.

Rationale - In recent years, DART 1st State has increasingly purchased transit buses which are smaller than the traditional 102 inches wide by 40 feet long industry standard for "big buses". This is commendable because the smaller transit buses actually fit the street geometry of Wilmington more appropriately than the large standard transit bus typical of its older fleet. Among many persons, the smaller standard transit vehicles are perceived as being more "human scale". Also, because the smaller buses have a reduced seating capacity, there is a positive perception concerning passenger loads.

6). Acquire & Operate Alternative Fuel Buses Along Intra-City Bus Routes

Recommendation - It is recommended that DART 1st State acquire and operate alternative fuel buses (i.e. compressed natural gas, liquid natural gas, bio-diesel, etc.) within the Greater Wilmington/New Castle County region in order to reduce the amount of airborne pollutants resulting from public transit bus service in this area.

Rationale - Delaware, generally, and Wilmington specifically, is part of a Mid-Atlantic region-wide consortium of states and municipalities that have been designated a non-attainment area pursuant to the U.S. Environmental Protection Agency's regulatory standards for air quality. This situation is under intense study concerning the serious problem. It has drawn attention from federal agencies calling for expeditious corrective action by state and local governmental agencies or face financial sanctions. If left unattended the situation promises to adversely impact future funding for transportation projects as well as other forms of development.

In recent years, state-wide concentrations of sulfur dioxide, ozone and total suspended particulates remain above primary and secondary standards. Ozone concentration levels exceed primary and secondary standards. Throughout New Castle County, particularly in Wilmington, carbon monoxide levels have increasingly become more unacceptable over the past five years. While the challenge of acid rain within Delaware is less than that experienced by many other states, ongoing monitoring programs continue to track and record this phenomenon. Delaware also participates with other states in a national effort to reduce and eradicate acid rain and its negative impacts.

7 – Change Timing of New Schedule Implementation to Soften Impact on Passengers

Recommendation – It is recommended that DART implement its schedule changes and service revisions in a manner that reduces the impact on transit-passengers. It is also recommended that major service changes or major schedule changes be limited to the week before vast majority of public schools open in the fall of the academic year. Likewise, major summer service changes should be scheduled to occur during the second week of June or at the end of the academic year for the vast majority of public schools in Delaware.

Rationale – Within the public transit industry, it has long been common practice among most transit authorities to schedule major service changes in a manner that proved to be the least disruptive on the lives of and have the fewest impacts on the fewest numbers of transit-dependent passengers. This behavior grew out of several things. First, from a marketing and good business perspective, it makes sound business sense to do the things that will endear you to your customers. Second, the Urban Mass Transportation Transit-dependent passengers typically have the least flexibility in their travel schedules vis-à-vis the ability to wait longer for transfers between buses. Likewise, most transit-dependent families with school-aged children typically organize their travel behavior around school attendance, before & after school care for the children and work. Therefore, by late November or early December, the majority of transit-dependent riders with school-aged children have established solid daily routines that take into account travel times associated with public transit.

During the last several years, DART has implemented its major bus route service changes in the late fall, usually in late November or early December time frame and in late May or early June. When major public transit service changes occur the late November or early December time frame, they typically produce the greatest adverse impact on the rider least able to endure the change, the transit-dependent rider with school-aged children. For example, a 5 minute change in bus transfer times can result in a 30 minute or more increase travel time for a transit-dependent rider with school-aged children and children care considerations.

Based on the observations of the DART public transit system and a review of the public comments at the ESAA public meetings, the current bus route service process adversely impacts many transit dependent riders. It would seem better to implement changes to bus service operating schedules before school starts so that child care considerations by transit-dependent child-rearing persons can be factored into travel needs. Therefore, strong consideration should be given to revising the timing of the DART fall service change, especially, so that it occurs before the start of most public schools for the fall session and at a time when most persons using public transit, have not already established their fall schedules.

8 – Seasonal DART Service Plan Flexibility

Recommendation – It is recommended that DART prepare and implement a system-wide service plan for its statewide public transit services that will permit it to temporarily extend its span of service to address the special extended holiday season & Christmas shopping season travel demands of both shoppers and workers.

Rationale – Traditionally, many merchants increase their store hours, opening earlier and closing later during the holiday season. Many merchants hire extra workers temporarily during the holiday season. As such, many workers ride buses to get to and from work and also many shoppers ride buses to and from stores. To accommodate the temporary change in hours of operation by many shopping centers, shopping malls, and merchants during the holiday season as well as the transportation needs of many transit dependent riders, DART should consider extending the span of service of its bus routes to match the holiday season.

Section 3 Economic Development Recommendations

1). Recommendation - It is recommended that a neighborhood economic development unit be created within the City's Office of Economic Development. This sub-unit would have the express goal of fostering neighborhood level economic development by using a collaborative approach to solicit participation by public/private non-profit and faith-based neighborhood organizations. It is further recommended that such a unit include community-based economic development input from an inter-disciplinary task force. The inter-disciplinary task force will be comprised of members of the Neighborhood Planning Councils representing the 3rd and 4th Districts, respectively; the prevailing community development corporations based within the ESAA; local residents; local business owners located within New Castle County, Wilmington, and the ESAA; business interest and/or economic development support groups (i.e. the Greater Wilmington Urban League, Chamber of Commerce, Wilmington Renaissance, etc.); and any private non-profit organizations, including churches, concerned with economic development.

Rationale - Fundamental economic development begins with a person having a job which pays a wage such that the individual can purchase life sustaining goods and services. What's more, establishing a grass-roots advocacy group that would include input from be comprised of local residents, local business owners located, business interest and/or support groups (i.e. the Greater Wilmington Urban League, Chamber of Commerce, Wilmington Renaissance, etc.), private non-profit organizations concerned with economic development, and appropriate City staff is consistent with the solid neighborhood enhancement and revitalization efforts.

2). Recommendation - It is recommended that a sub-committee of the community based economic development organization proposed in **Economic Development Recommendation 1**, include a joint public/private community-based economic development task force which will create and support a strategic place marketing effort that touts Wilmington in general and the East Side City Analysis Area in particular as places with superior competitive advantages for economic development activity and for living.

Strategic place marketing of Wilmington in general and the East Side City Analysis Area in particular would be designed:

- to help the Wilmington and the ESAA strengthen its capacity for recognizing its unique geographic advantages, seize and capitalize on opportunities for outstanding business development;
- to market the unique advantages that Wilmington and the ESAA have as places; and
- to sustain the synergy that results when opportunity, preparation, and awareness combined with persistence, demand for goods & services and a desire to succeed meet at the same time in the same place.

Rationale - Based on its unique geography, every community has unique advantages that make it a special place for doing business and for supporting economic activity. Given this, within Wilmington, the ESAA has unique economic advantages because of its geography and its spatial relationship to

other things, both natural and man-made, within the greater Wilmington/New Castle County region. The goal will be to capitalize on and successfully market the ESAA's unique features to garner economic returns.

Within the U. S. Mid-Atlantic region, Wilmington's geo-political setting gives it certain key advantages over its competitors. For example, Delaware is commonly called the Switzerland of the United States because of its favorable laws towards banking, finance, and corporate operations. Accordingly, many large credit card companies and many of the nation's largest banks have offices in Delaware. In turn, Wilmington, as Delaware's largest city, has realized advantages because of this.

Wilmington is located within the northeastern corridor about midway between Washington, D.C. the nation's capital on the south, and New York City, the nation's financial capital, on the north. Wilmington has excellent access to either city by virtually all modes of transportation and the modern communication technologies reduce the distances to key-strokes at a computer terminal. Wilmington also has multi-modal access to the country's vast interior. Given these things, strategic place marketing takes on added meaning for those ESAA stakeholders seeking to energize this analysis area to meet their long-term expectations.

As the City continues to emerge within the global economy, a cursory examination of its analysis areas reveals that each has unique features that can be of importance in an economic development scenario. Therefore, it behooves each analysis area to position and present itself in a manner that permits it as well as the overall City to "put the best foot forward" to successfully compete with other places for economic advantage and long-term growth. A key to creating this strategy of place marketing is to identify and package the unique features of each analysis areas that businesses find attractive and important to their profitability and long term economic success.

Most successful models have used a version of a collaborative joint venture that involves stakeholders from public and private sectors that would benefit from presenting the municipality or community in a positive manner. To the degree that each of the City's analysis areas possesses unique "place specific features", these must be identified and packaged in a strategic marketing manner which allows each respective community individually and the City overall to compete economically. For this effort, a collaborative joint venture is needed. For the ESAA, given the absence of a clear local unit with capacity to accomplish this, placing the unit with the City's Office of Economic Development is a good place for starting this bottom-up place specific marketing effort.

Within Wilmington, for example, a cursory examination of its analysis areas reveals that each has unique features. Among these, the ESAA has superior geographic advantages with easy access to:

- major surface transportation routes and corridors via I-495, US 13, and SR 9;
- mass transportation service via the DART 1st State bus system's radial hub at Rodney Square, Southeastern Pennsylvania Transit Authority Regional Rail Service (SEPTA), New Jersey Transit Bus Service, and the AMTRAK Train Station;
- national and international water-bourne freight via the Port of Wilmington;
- the emerging riverfront commercial district along the Christina River;

- the Wilmington CBD's established retail and commercial areas as well as the emerging new commercial districts including the New Castle County Courthouse and the Ship's Tavern Commercial District;
- the growing number of colleges and universities locating within it a 2-4 block corridor of the Market Street pedestrian mall; and
- the New Castle County Regional and the Philadelphia International Airports.

It has only slightly less easy access to a fully integrated multi-modal freight rail system with access to North American as well as East Coast markets.

Section 4. Recommendations for Parks and Recreational Facilities

1). Recommendation - It is recommended that the ESAA's community groups, churches, neighborhood planning councils, the City of Wilmington's Office of Cultural Affairs, and others continue to collaborate to annually jointly sponsor community festivals and related social events such as a block parties; thematic community fairs; or outdoor concerts for ESAA and City residents.

The purpose of the events will be to increase the sense of community and neighborly familiarity among ESAA residents and those commercial organizations doing business within the ESAA. Events of this type have proven successful in promoting community awareness and community esprit de corp among neighbors in other places hosting such events. The proposed events should be low cost or free and involve activities that promote the ESAA as a desirable place to live with friendly people (i.e. promote friendship formation) and be scheduled to occur during late spring, summer months, or early fall shortly after school begins in September so that inclement weather is not a deterrent to full ESAA participation.

Rationale - Even though there are also many long time residents, the ESAA contains an increasingly significant number of rental housing units. As a result, many of newer ESAA residents do not know their neighbors or each other, even as familiar strangers. Similarly, it was suggested that too frequently some ESAA residents are not aware of the own community's various features or its challenges and opportunities.

Because many residents do not know their neighbors, they are disconnected from each other and their neighborhoods. Because of this disconnect, the real sense of community is loss and with it a common shared concern for its welfare. Community fairs and neighborhood block parties have proven successful in helping neighbors re-connect in their residential areas. What's more, when people are acquainted with one another, they learn about shared common concerns and interests, which is a fundamental building block for community based crime prevention programs.

2). Recommendation - It is recommended that City approved registered civic organizations and neighborhood groups be permitted to use the public school facilities located within the ESAA after regular school hours to operate community based after care programs, community based evening

education and training programs for adults, or other community based activities or programs. It is further recommended that appropriate City departments (e.g. Parks & Recreation, Youth & Families, Law, etc.) work in collaboration with City approved registered civic organizations and neighborhood groups and the appropriate public school district to implement this within the ESAA.

Rationale - This recommendation stems from public concern about the decreasing availability of facilities and sites contrasted with increasing demand for same within the ESAA. It also recognizes the vital role that public school districts have played nationally by accommodating various community based enhancement and enrichment programmatic needs with existing facilities that are largely unused in evenings. Likewise, it acknowledges the number of public schools within the ESAA which are largely under-utilized during non-school hours (i.e. in evenings) and which could be used for community based programs and activities.

This recommendation acknowledges the unique role that the City can play by collaborating with local community groups and public school districts to use of the public schools located within the ESAA. Nationally, many school districts offer make their facilities available to community based non-profit groups for programs and activities. What's more, in this period of shrinking public resources and revenue sources, using the existing facilities already located within the community makes good business sense. This type of collaborative partnership creates, a special "Win-Win" synergy for all participants, i.e. the school district, the City, and the community based non-profit organizations. The community's overall fabric is strengthened by this blending of resources.

Section 5. Recommendations For City Services & Facilities

1). Public Input Suggestion - It is recommended that the City create an organizational office that would be the single point of contact for all phases of grantsmanship. Operating similar to clearinghouse development components frequently found within successful private non-profit organizations, this municipal single point of contact would be responsible for:

- centralizing, comprehensively coordinating, and streamlining the City's entire grants function into a single point of contact, (i.e. one-stop shopping);
- providing grants management and oversight pursuant to compliance with grant reporting requirements;
- annually pinpointing special or unique financial assistance needs among the City's various departments and offices, neighborhoods groups, civic associations, and other established public organizations which cannot be expeditiously addressed by the City's normal budget preparation and resource allocation process;
- annually reviewing all information sources pertaining to special or unique grants (i.e. financial assistance, consultant services, in-kind services, etc.) from federal, state, or private foundations in order to be knowledgeable about those and to be a resource for City departments and offices, neighborhoods groups, civic associations, and, as may be appropriate, other established public organizations within Wilmington;

- disseminating grants information to City departments and offices, neighborhoods groups, civic associations; and
- assisting City departments and others in identifying opportunities and applying for grants or other special purpose funding opportunities which could help the City and others achieve its mission.

Rationale - Not only would such an addition to the City's organizational structure benefit the ESAA, but it also strengthen and benefit the overall City. Currently, there is no designated single point of contact or clearinghouse concerning grants or grantsmanship related activities within the City. Therefore, each City department or office is responsible for researching, applying for, and complying with any grant opportunities as well as knowing the individual grant requirements from a multitude of finding sources. Likewise, the same is true for any grants coming to non-city governmental agencies or organizations since there does not appear to be a mandated requirement that grants coordination occur between the designated municipality and non-governmental entities.

For the City, this fragmented grants management and application process results in missed opportunities, duplication of effort, and no efficiencies associated with a managed approach to grants. Moreover, because the City does not have a single point of contact for this effort, the task overseeing and complying with all grants requirements varies by funding source, by individual departments applying for grants, and by individual staff person assigned to oversee or manage the respective grant is not handled uniformly. Streamlined grants management does not and cannot exist in this fragmented environment.

Even in the best economic times, the opportunities to increase the City's general funding sources are limited. What additional City budget surpluses that may be generated locally are usually earmarked for essential services. Therefore, because the City does not actively participate in a guided, focused, directed, and coordinated grantsmanship management effort, it is missing unique partnership opportunities to be a facilitator for non-profit organizations and a problem solver for its citizens. The lack of a City designated regular single point of contact that routinely interacts grantors hampers the City's financial development opportunities.

The City is also most likely losing out on cost savings through economies of scale in the grants awards process. According to the literature on comprehensive, coordinated, continuing, and consolidated grants management, such probable losses would result from the absence of an overall Citywide uniform single point of contact for grantsmanship. Currently, each individual City department as well as outside organization (i.e. quasi-government agency such as the Wilmington Housing Partnership) manages its own grants and might even apply to numerous different funding sources for grants. For example, grants or grant opportunities which may not be germane for one department's mission may be essential to another's. Similarly, while a single departmental grant application might not be successful, a multi-disciplinary application representing involvement by 2 or more City departments could be.

Financially it makes sense for the City to have a single point of contact for grants because there is

typical a local match or local share required for most federal grants. Many federal agencies issuing grants permit recipients to provide the required local match or share creatively. Under this type of funding formula, many services provided by the City as fiduciary responsibilities could have the costs associated with providing such services counted as an “in-kind” match for the required local share in lieu cash by the grantee agencies. A single point of contact for grants could be instrumental in helping the City reduce its grantsmanship costs by allocating costs across all grants or by making creative use of the “in-kind” services provision usually found in grants application requirements.

Considerable savings, both financial and in-kind convenience, could be gained by creating a single point of contact for the City’s grantsmanship needs. With a single point of contact with responsibilities as described above and focusing on the grants management for the City, the cost of this new endeavor would easily be offset by bringing in new grants or increasing the amount of existing ones.

2). Recommendation - Consistent with the ongoing efforts by the Public Works Department, it is recommended that the City of Wilmington investigate the feasibility of undertaking a city-wide capital improvement program that will upgrade the existing combined sanitary/storm water sewer system to a separate sanitary sewer system and a separate storm water sewer system.

Rationale - Frequently, the existing combined sanitary/storm water sewer is temporarily overwhelmed by high volumes of storm water run-off resulting from heavy rains or rapid snow melt. In a combined sewer system, waste water, sanitary sewerage and storm water are mixed or combined in a single sewer system that is sent to the single waste treatment facility. Because the sanitary sewer treatment facility has a finite capacity, during those periods of heavy rain or rapid snow melt the effluent is discharged untreated into the Delaware River. While such waste water discharges are legal under the existing environmental regulations, they denigrate water quality and present a problem for aquatic life in the Delaware River and for anyone downstream.

Constructing a new sewer system which eliminates the combined sewer system replaces it with one that separately handles waste water and storm water run-off for the entire City of Wilmington is an extremely complex project. This type of a project would be extremely costly both in dollars and in the time required to complete the project. During the late 1990s, such a project was estimated to cost between \$250 and \$400 million.

3). Recommendation - Install attractive eye-catching (i.e. way-finder) signage announcing the presence of Wilmington Central Business District and other points of interest at the ESAA’s gateway approaches. These include along Walnut Street near the AMTRAK Station, the Church Street bridge crossing the Brandywine, Church Street, Spruce Street, East 10th Street, East 4th Street, and other approaches into the CBD.

Rationale - Field observation reveals that installation of such signage is appropriate and serves a marketing purpose for the City. The need for this project has identified and has been placed on the public agenda. As such, it is an unfunded initiative awaiting funding in order to establish an

implementation date.

4). Recommendation - It is recommended that annually the Wilmington Fire Department check the fire hydrants within the ESAA and throughout Wilmington for water pressure and water flow. The findings of this inspection should expeditiously be transmitted to the City Department of Public Works so that corrective actions can be taken as may be appropriate.

Rationale - Based on input received at past public input meetings in different analysis areas, it has been noted that some fire hydrants in certain sections of the City have such low water pressure that they are ineffective for fire-fighting purposes. The City has a fiduciary responsibility for protecting the health and safety of its citizens and their property from fire therein. If fire hydrants do not function properly (i.e. provide high volumes of water at appropriate fire fighting pressure), that is a critical safety issue.

5). Public Input Based Recommendation - Because of the various problems associated with illegal activities within the ESAA, it is recommended that the police surveillance cameras be regularly and routinely monitored. It is further recommended that if regular uniform officers or police department civilian employees are unavailable for financial reasons, then volunteers should be trained to monitor them, if necessary.

Rationale - While isolated instances of criminal activity or illegal drug sales are not ordinarily appropriate for inclusion in a comprehensive development plan, there are times when crime fighting strategies must be creative, long range, community based, and linked to changes in or monitoring of a community's physical environment in order to be effective. Given the input received at the ESAA public input meetings by virtually everyone in attendance at them, illegal and criminal activities are widespread throughout the ESAA and adversely affect everyone either directly or indirectly. Therefore, under certain conditions (one being at the community's request and based on existing physical conditions), crime fighting strategies are appropriate for inclusion in the East Side Analysis Area Comprehensive Development Plan to combat them.

During one of the public meetings, an official from the Public Safety Department in attendance stated that even though the police surveillance cameras are in place, they are not routinely monitored because of a lack of staff to do this. It was suggested that community volunteers monitor the police surveillance cameras if regular Public Safety Department staff are unavailable to do this. Consequently, a multi-faceted approach to crime fighting on the ESAA must be taken to overcome deficiencies caused by lack of funding.

6). Public Input Based Recommendation - Following an inventory assessment of the senior population needs, wants, & conditions for those seniors living within the ESAA, it is recommended that the City and certain designated units collaborate with other organizations, both private and public whose missions are to provide services to seniors, to create and establish senior village within the ESAA.

Rationale - The demographics of the city are changing with more persons becoming senior citizens. Likewise, entry into this age range brings with it needs for a range of different services. Local government should partner with social service agencies and non-profits to develop multi-service adult day care centers & resource repositories for seniors as well as programs, activities, and events that are focused and directed to benefit seniors.

7). Public Input Based Recommendation - It is recommended that upscale housing be developed within the ESAA.

Rationale - Based on input received at the ESAA public input meetings, residents identified a need within the ESAA for housing that is attractive to and appropriate for all income levels, particularly upper income levels. Many of the public meeting attendees stated that there was a need for a mix of housing types within the ESAA which upper income level persons would find attractive and which would fit various income levels and family composition types. They stated that the current a mix of housing types has not been attractive or successful in attracting persons with upscale incomes to become residents of the community. The further stated that to would help the ESAA maintain a healthy vitality, it must be attractive to all incomes and all types of families and households. What's more, there are large parcels in the ESAA which could be used to develop and construct upscale housing therein.

Section 6. Recommendation for Environmental Clean Up

1). Recommendation - It is recommended that officials and staff from the Delaware Department of Natural resources and Environmental Control's Site Investigation and Restoration Branch (DNREC-SIRB) work in collaboration with other public agencies and private companies, as may be appropriate, to remove the hazardous and contaminated waste materials found in the surface and near surface soils of the densely populated residential areas of Compton Town Estates. Such environmental clean-up should meet the U. S. Environmental Protection Agency standards for residential uses. What's more, it is also recommended that an extensive public education program be undertaken by the Delaware Division of Public Health to educate and inform ESAA residents to inform them of the health care precautions that should be taken concerning exposure to contaminants found in surface soils.

Rationale - In early 2001, public statements by officials and staff from the Delaware Department of Natural resources and Environmental Control's Site Investigation and Restoration Branch (DNREC-SIRB) revealed that hazardous waste materials have been found in several locations within of Compton Town Estates. Further investigation by DNREC of historical records and current soil samples revealed that within the ESAA there are other likely locations of buried hazardous waste materials resulting from former tanneries long closed, imploded, and demolished on site. The area of principal investigation included the Compton Town Homes and the densely populated residential areas bordered generally by North Walnut on the west, East 9th Street on the north, Lombard Street on the east, and East 5th Street on the south.

Section 7. Recommendations for Focused & Directed Special Purpose Programs

Public input revealed the need for special purpose programs that are focused and directed towards increasing the number of owner-occupied residents residing within the ESAA.

1). Recommendation - It is recommended that the City's Real Estate & Housing Department regularly (i.e. annually) sponsor an urban homestead program lottery for abandoned and/or City residential units within the ESAA. Consistent with most urban homestead programs, a contest is staged, a drawing held, and persons are selected to buy an abandoned residential dwelling for \$1.00 with several terms and conditions.

While the specific criteria, terms, and conditions for each urban homesteading programs might vary by municipality, most have certain uniform requirements including:

- that the dwelling be rehabilitated to satisfy current single family residential housing code regulations and guidelines;
- that the owner live in the unit as his/her principal dwelling for a specified period of time (usually 5 years or more) as well as for some period of time beyond when the life of the loan;
- that the person entering in the urban homestead program complete required some type of classes defining and describing the responsibilities of home ownership or similar training courses; and
- from a sponsoring public agency perspective, that all necessary and required support resources are available to make the urban homestead program participants a success.

Rationale - It is common knowledge that owner occupied residents and on-site residential property owners tend to demonstrate a higher degree of care and concern for their neighborhoods and their properties than do absentee landlords. ESAA residents want the positive benefits from home ownership to accrue to their areas along with the financial assistance that typically accompanies such programs.

2). Recommendation - It is recommended that a campaign of appropriate code enforcement activities by City Departments be regularly undertaken to enhance, preserve, and sustain the ESAA quality of life as a desirable place to live and raise a family. The goal of such an effort will be:

- to remove junked, abandoned, and permanently inoperative vehicles from ESAA residential streets and public rights-of-way;
- to stop long term, illegal vehicle and/or boat parking on ESAA streets and public rights-of-way;
- to reduce opportunities for illegal activities to occur in abandoned buildings;
- to eliminate those vehicles and related things where harborage exists for vermin and rodents; and
- to conduct appropriate inspection and enforcement activities at assure that the quality of ESAA housing stock is not degraded by illegal conversions into smaller residential units

and that commercial areas are well maintained.

Rationale - This recommendation was echoed among numerous ESAA residents at public meetings as a major concern for assuring that their area's quality of life is improved and once improved sustained. Similar campaigns have proven successful in other municipalities, when conducted under the auspices of a coordinated and cooperative interdepartmental code enforcement campaign by the appropriate City departments. These campaigns have the benefit of being high profile, coordinated, focused, and directed towards achieving community backed and city supported goals and objectives.

3). Recommendation - It is recommended that a mobile tool library pilot program demonstration be undertaken within the ESAA. A mobile tool library would make available to homeowners who are fixing up their own dwellings tools commonly used in fixing up a residential dwelling. The tools would be loaned to the owner-occupiers of residential dwellings at a nominal cost for the purpose of fixing up their own dwellings.

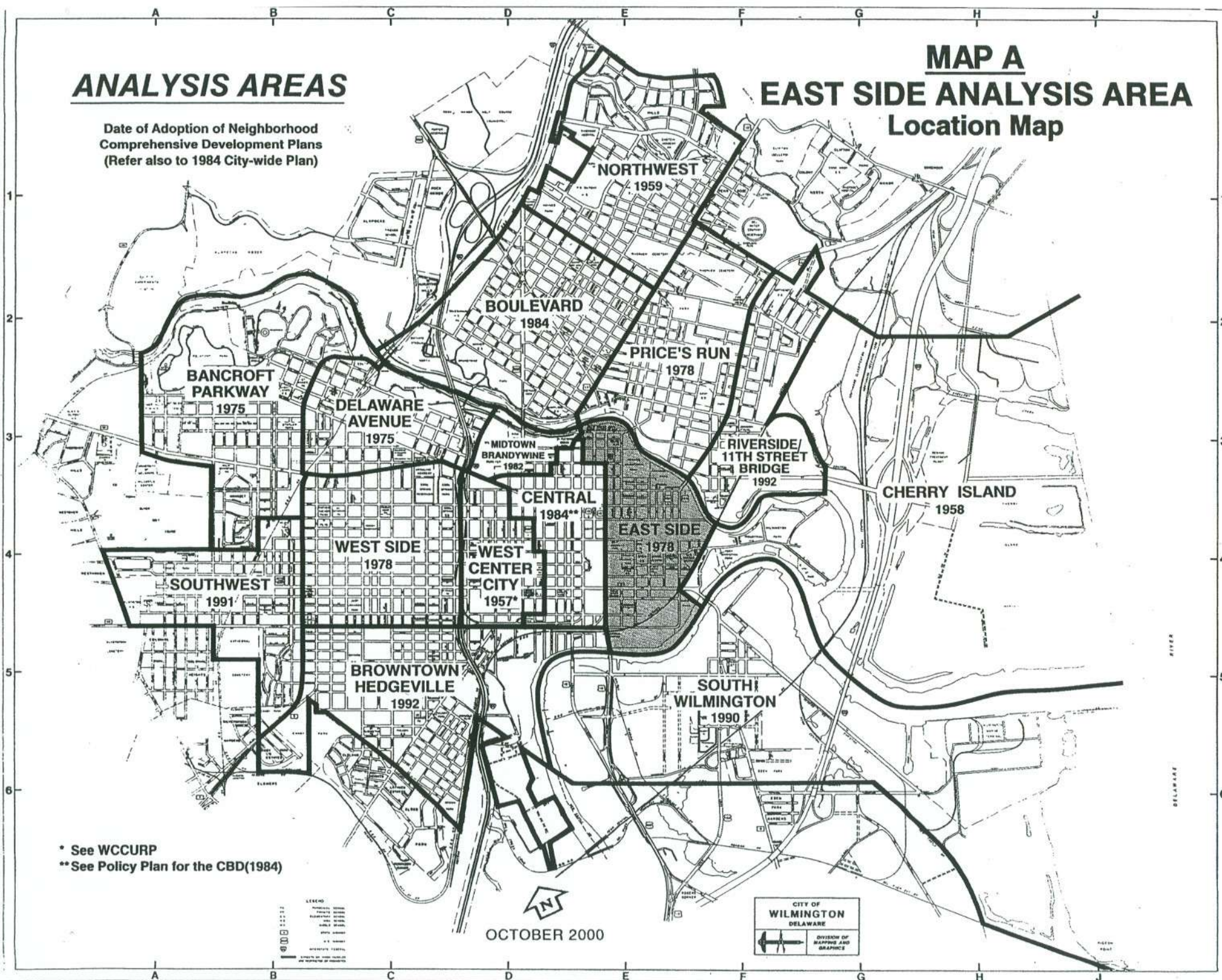
Rationale - Establishing a publicly sponsored mobile tool library within ESAA as a pilot demonstration program would make certain tools that are commonly, but perhaps infrequently used in household repair available to homeowners doing such repairs that require said tools at a low cost. Such a program was successful when established by the Columbus (Ohio) Department of Development. It helped homeowners who could not afford to purchase outright certain common household repair tools obtain them found in order to complete many home repairs and other household do-it-yourself projects without excessive costs associated with buying tools that would be used only once or only to be used sparingly.

**East Side Neighborhood Analysis Area
Comprehensive Development Plan
Maps**

ANALYSIS AREAS

Date of Adoption of Neighborhood
Comprehensive Development Plans
(Refer also to 1984 City-wide Plan)

MAP A EAST SIDE ANALYSIS AREA Location Map



* See WCCURP

** See Policy Plan for the CBD(1984)

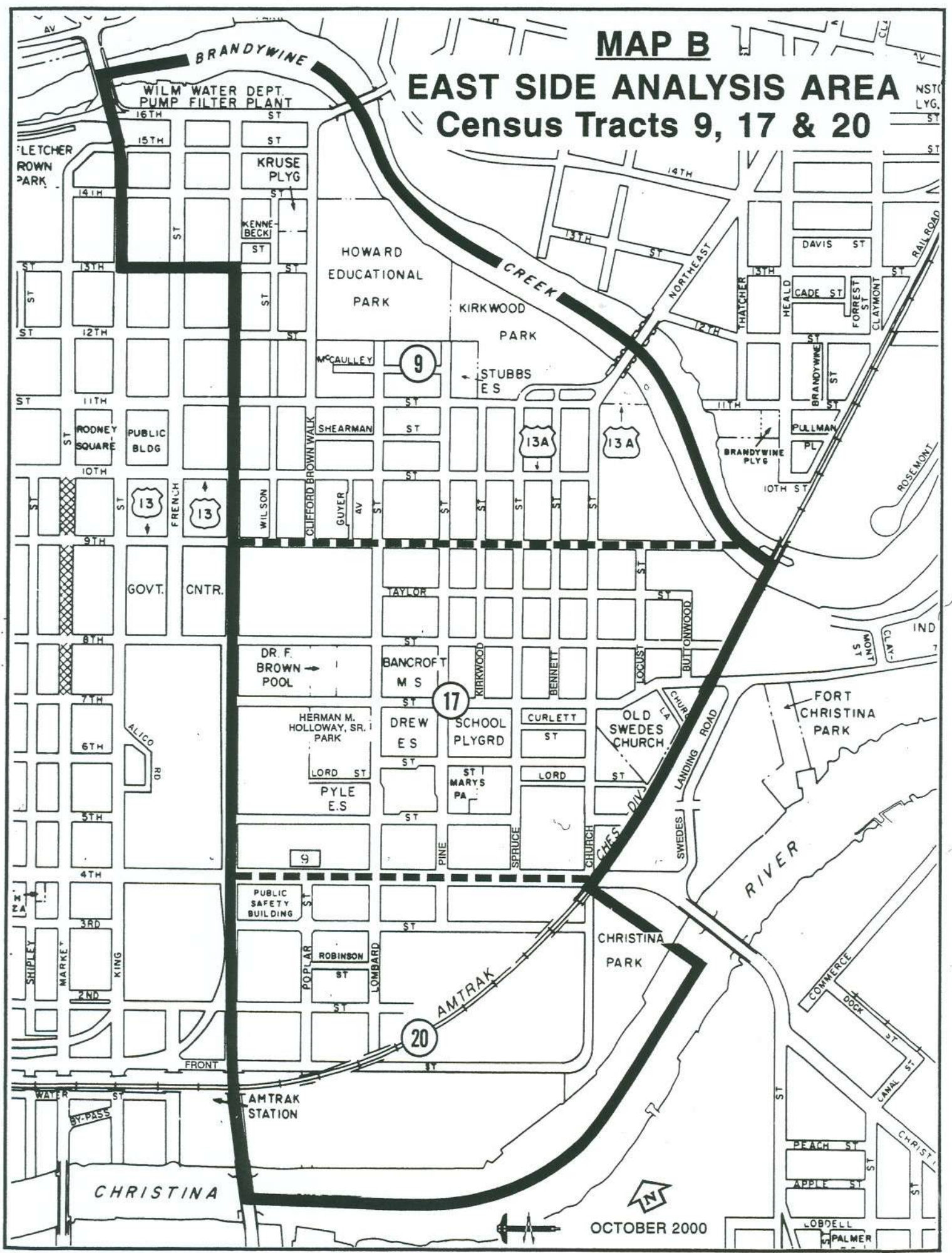
LEGEND
 MAJOR ROADS
 TRANSIT
 PARKS
 WATER
 OTHER AREAS
 CITY BOUNDARY
 UNINCORPORATED TOWNSHIP
 UNINCORPORATED TOWNSHIP AND PORTION OF TOWNSHIP

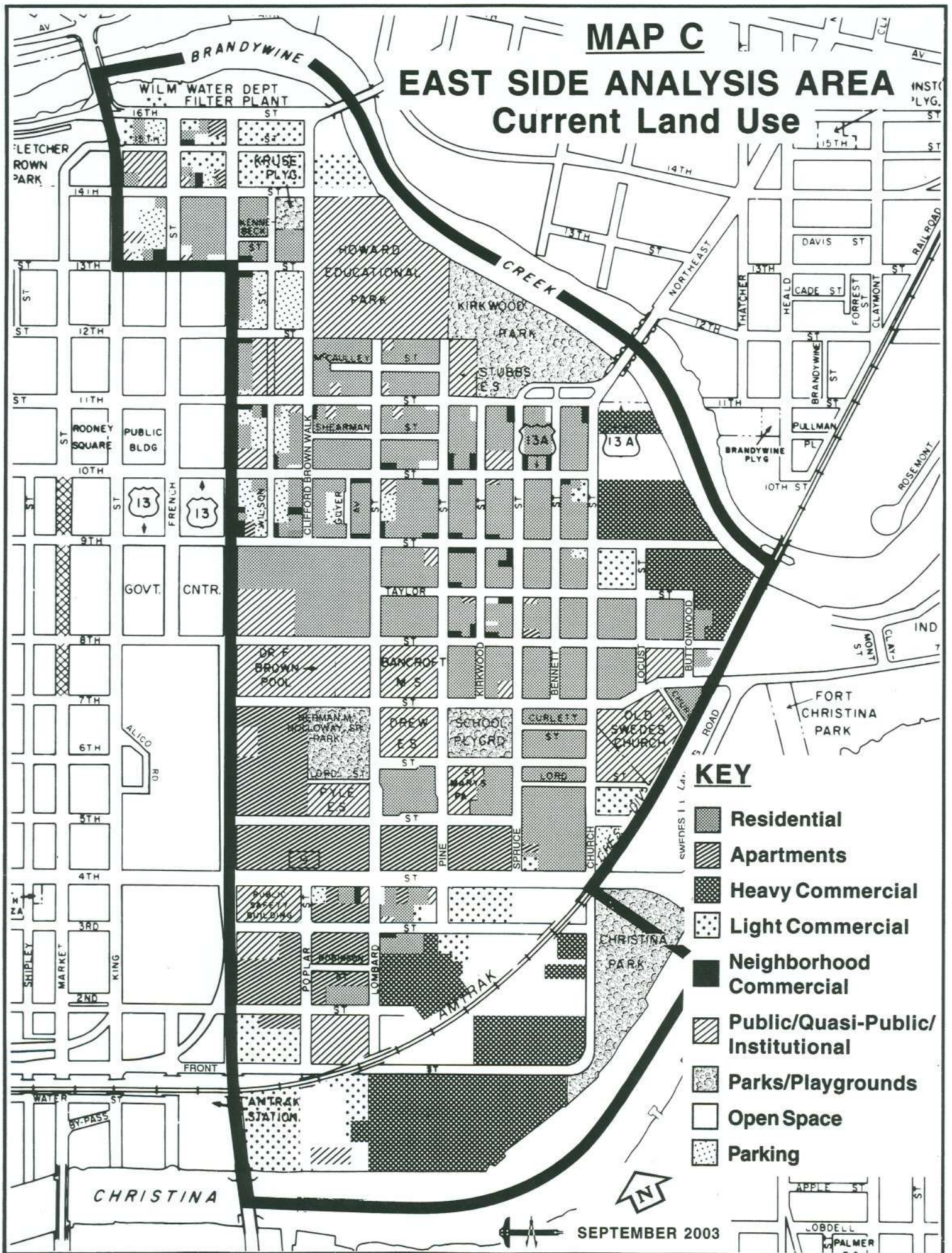
OCTOBER 2000

CITY OF
WILMINGTON
DELAWARE
 DIVISION OF
MAPPING AND
GRAPHICS

MAP B

EAST SIDE ANALYSIS AREA Census Tracts 9, 17 & 20





MAP D

EAST SIDE ANALYSIS AREA Current Zoning

RESIDENTIAL

- R-1 ONE FAMILY DETACHED DWELLINGS
- R-2 ONE FAMILY SEMI-DETACHED DWELLINGS
- R-2A RESIDENTIAL
- R-3 ONE FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE LOW DENSITY
- R-5A1 APARTMENT HOUSE LOW-MEDIUM DENSITY
- R-5B APARTMENT HOUSE MEDIUM DENSITY
- R-5C APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

- C-1 NEIGHBORHOOD SHOPPING
- C-1A NEIGHBORHOOD COMMERCIAL
- C-2 SECONDARY BUSINESS CENTERS
- C-2A SECONDARY OFFICE CENTERS
- C-3 CENTRAL RETAIL
- C-4 CENTRAL OFFICE
- C-5 HEAVY COMMERCIAL
- C-6 SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

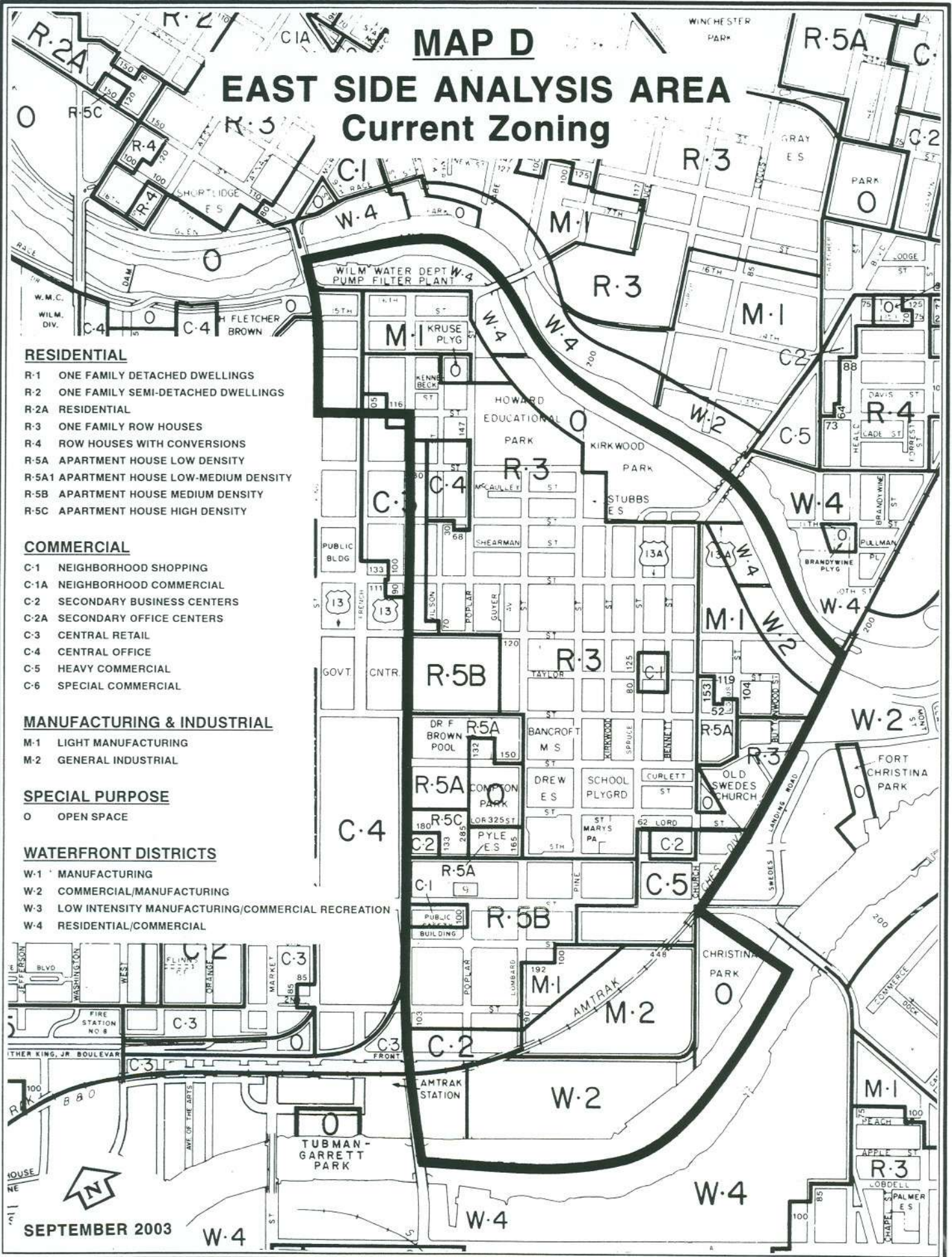
- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

- O OPEN SPACE

WATERFRONT DISTRICTS

- W-1 MANUFACTURING
- W-2 COMMERCIAL/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL



SEPTEMBER 2003

MAP D-1

EAST SIDE ANALYSIS AREA

● All Proposed Zoning Changes

RESIDENTIAL

- R-1 ONE FAMILY DETACHED DWELLINGS
- R-2 ONE FAMILY SEMI-DETACHED DWELLINGS
- R-2A RESIDENTIAL
- R-3 ONE FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE LOW DENSITY
- R-5A1 APARTMENT HOUSE LOW-MEDIUM DENSITY
- R-5B APARTMENT HOUSE MEDIUM DENSITY
- R-5C APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

- C-1 NEIGHBORHOOD SHOPPING
- C-1A NEIGHBORHOOD COMMERCIAL
- C-2 SECONDARY BUSINESS CENTERS
- C-2A SECONDARY OFFICE CENTERS
- C-3 CENTRAL RETAIL
- C-4 CENTRAL OFFICE
- C-5 HEAVY COMMERCIAL
- C-6 SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

- O OPEN SPACE

WATERFRONT DISTRICTS

- W-1 MANUFACTURING
- W-2 COMMERCIAL/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL

Area 1: Public Safety Bldg. Block and E. 2nd St. (MAP D-2)

Area 2: 500 Block of N. Walnut St. (MAP D-3)

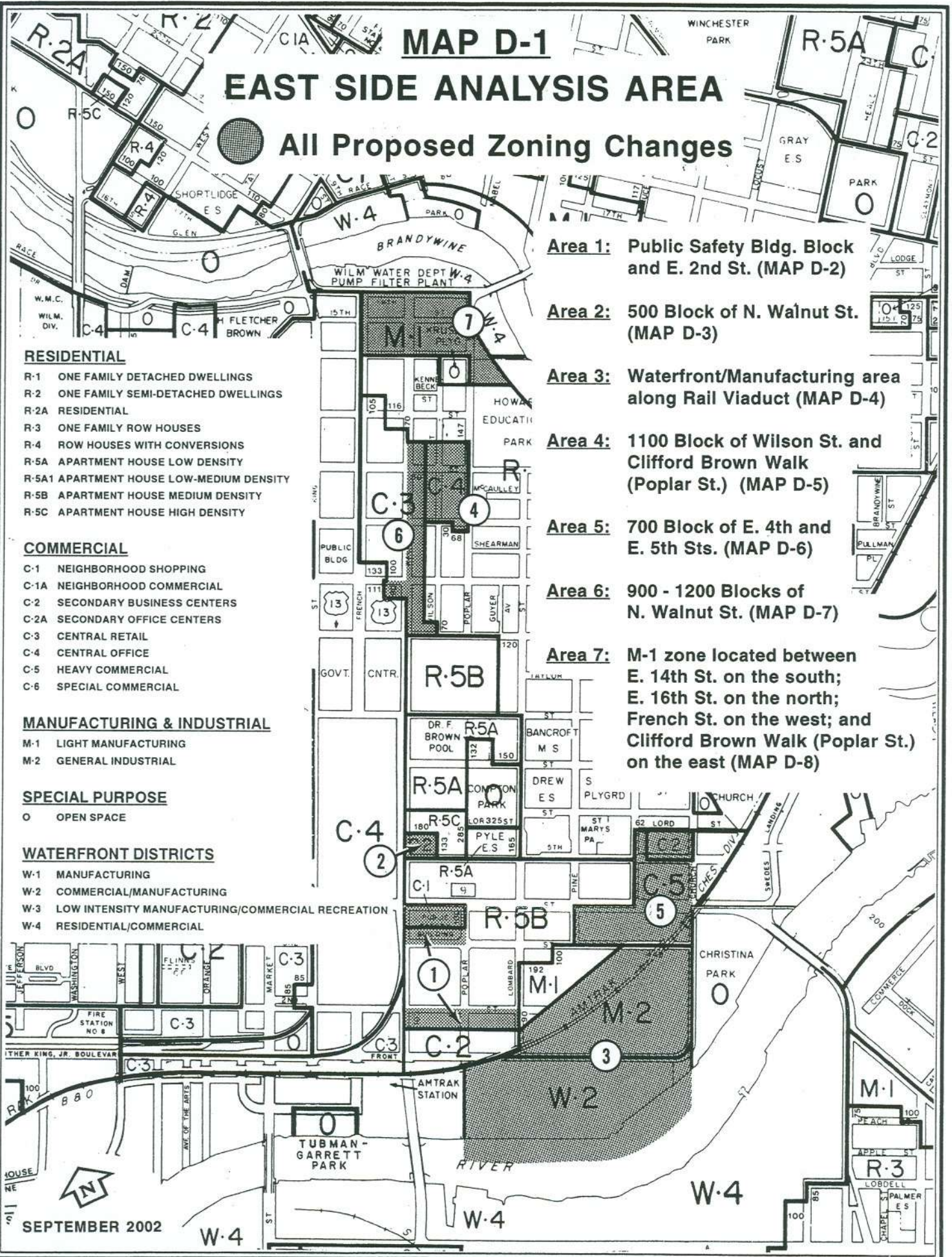
Area 3: Waterfront/Manufacturing area along Rail Viaduct (MAP D-4)

Area 4: 1100 Block of Wilson St. and Clifford Brown Walk (Poplar St.) (MAP D-5)

Area 5: 700 Block of E. 4th and E. 5th Sts. (MAP D-6)

Area 6: 900 - 1200 Blocks of N. Walnut St. (MAP D-7)

Area 7: M-1 zone located between E. 14th St. on the south; E. 16th St. on the north; French St. on the west; and Clifford Brown Walk (Poplar St.) on the east (MAP D-8)



SEPTEMBER 2002

MAP D-2

EAST SIDE ANALYSIS AREA Area 1: Proposed Zoning Changes

**C-1 and R-5B
rezoned to C-2**

RESIDENTIAL

- R-1 ONE FAMILY DETACHED DWELLINGS
- R-2 ONE FAMILY SEMI-DETACHED DWELLINGS
- R-2A RESIDENTIAL
- R-3 ONE FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE LOW DENSITY
- R-5A1 APARTMENT HOUSE LOW-MEDIUM DENSITY
- R-5B APARTMENT HOUSE MEDIUM DENSITY
- R-5C APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

- C-1 NEIGHBORHOOD SHOPPING
- C-1A NEIGHBORHOOD COMMERCIAL
- C-2 SECONDARY BUSINESS CENTERS
- C-2A SECONDARY OFFICE CENTERS
- C-3 CENTRAL RETAIL
- C-4 CENTRAL OFFICE
- C-5 HEAVY COMMERCIAL
- C-6 SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

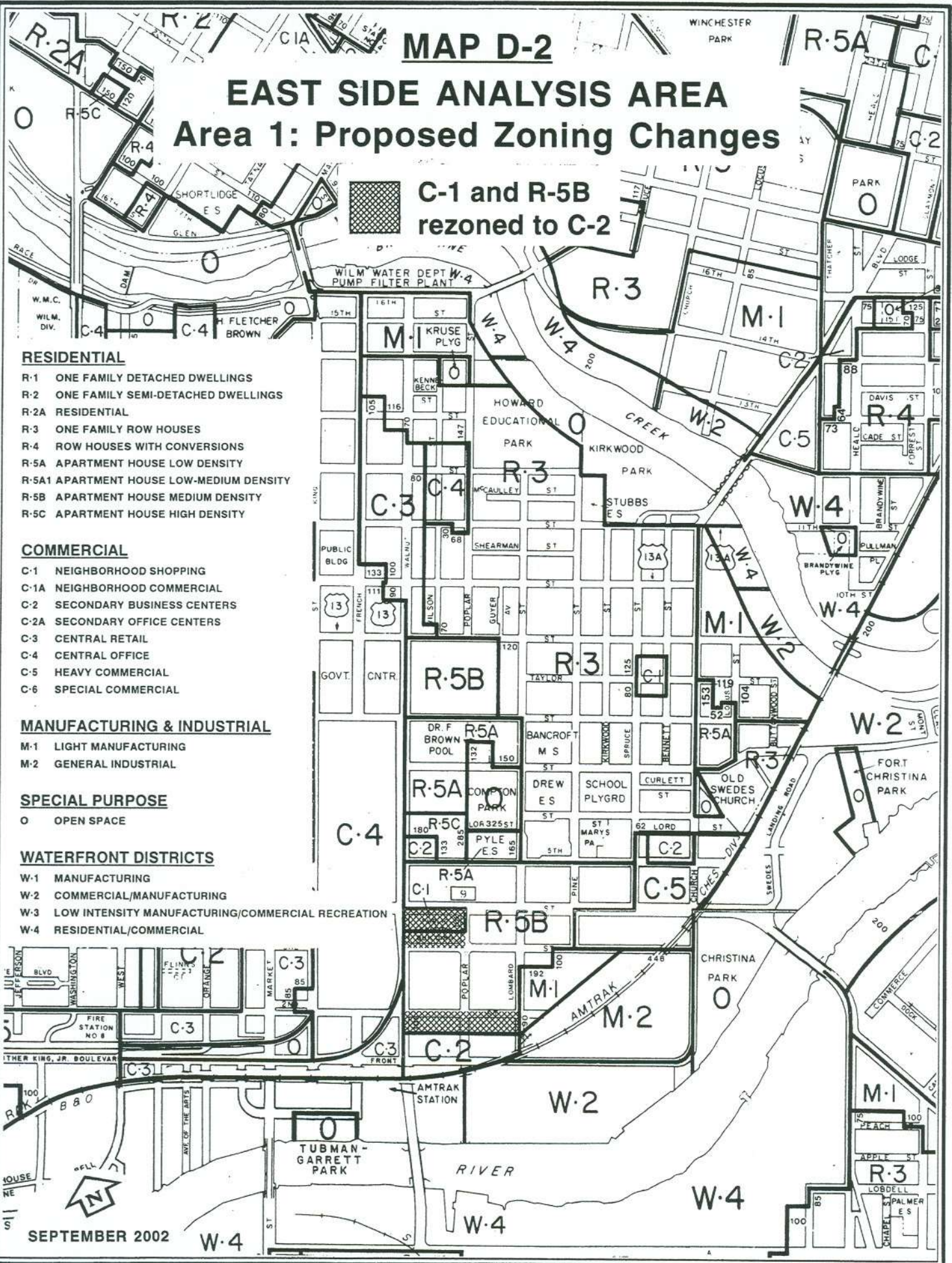
- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

- O OPEN SPACE

WATERFRONT DISTRICTS

- W-1 MANUFACTURING
- W-2 COMMERCIAL/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL



MAP D-3

EAST SIDE ANALYSIS AREA Area 2: Proposed Zoning Changes

C-2 rezoned to R-5C

RESIDENTIAL

- R-1 ONE FAMILY DETACHED DWELLINGS
- R-2 ONE FAMILY SEMI-DETACHED DWELLINGS
- R-2A RESIDENTIAL
- R-3 ONE FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE LOW DENSITY
- R-5A1 APARTMENT HOUSE LOW-MEDIUM DENSITY
- R-5B APARTMENT HOUSE MEDIUM DENSITY
- R-5C APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

- C-1 NEIGHBORHOOD SHOPPING
- C-1A NEIGHBORHOOD COMMERCIAL
- C-2 SECONDARY BUSINESS CENTERS
- C-2A SECONDARY OFFICE CENTERS
- C-3 CENTRAL RETAIL
- C-4 CENTRAL OFFICE
- C-5 HEAVY COMMERCIAL
- C-6 SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

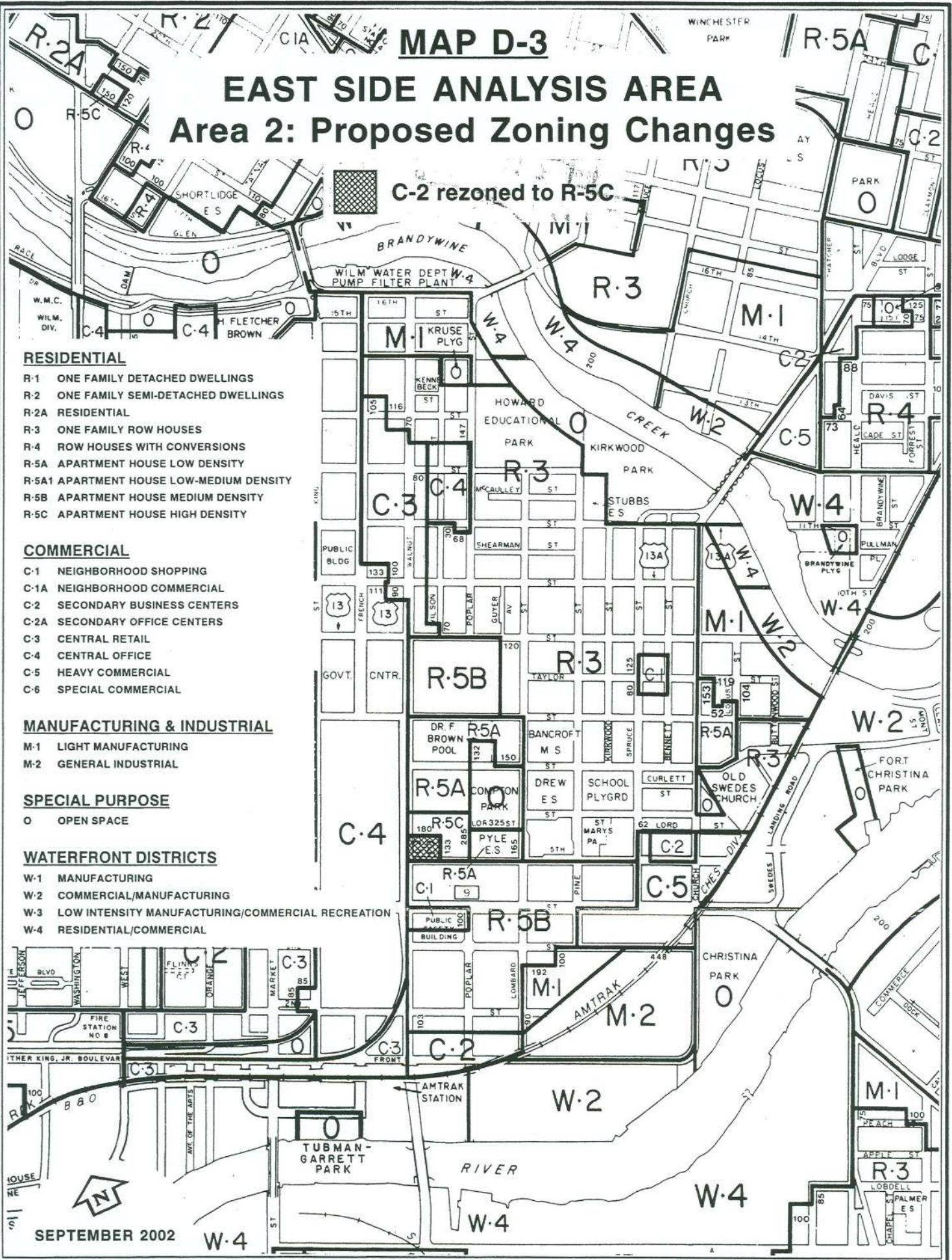
- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

- O OPEN SPACE

WATERFRONT DISTRICTS

- W-1 MANUFACTURING
- W-2 COMMENSITY/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL



MAP D-4

EAST SIDE ANALYSIS AREA Area 3: Proposed Zoning Changes

RESIDENTIAL

- R-1 ONE FAMILY DETACHED DWELLINGS
- R-2 ONE FAMILY SEMI-DETACHED DWELLINGS
- R-2A RESIDENTIAL
- R-3 ONE FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE LOW DENSITY
- R-5A1 APARTMENT HOUSE LOW-MEDIUM DENSITY
- R-5B APARTMENT HOUSE MEDIUM DENSITY
- R-5C APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

- C-1 NEIGHBORHOOD SHOPPING
- C-1A NEIGHBORHOOD COMMERCIAL
- C-2 SECONDARY BUSINESS CENTERS
- C-2A SECONDARY OFFICE CENTERS
- C-3 CENTRAL RETAIL
- C-4 CENTRAL OFFICE
- C-5 HEAVY COMMERCIAL
- C-6 SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

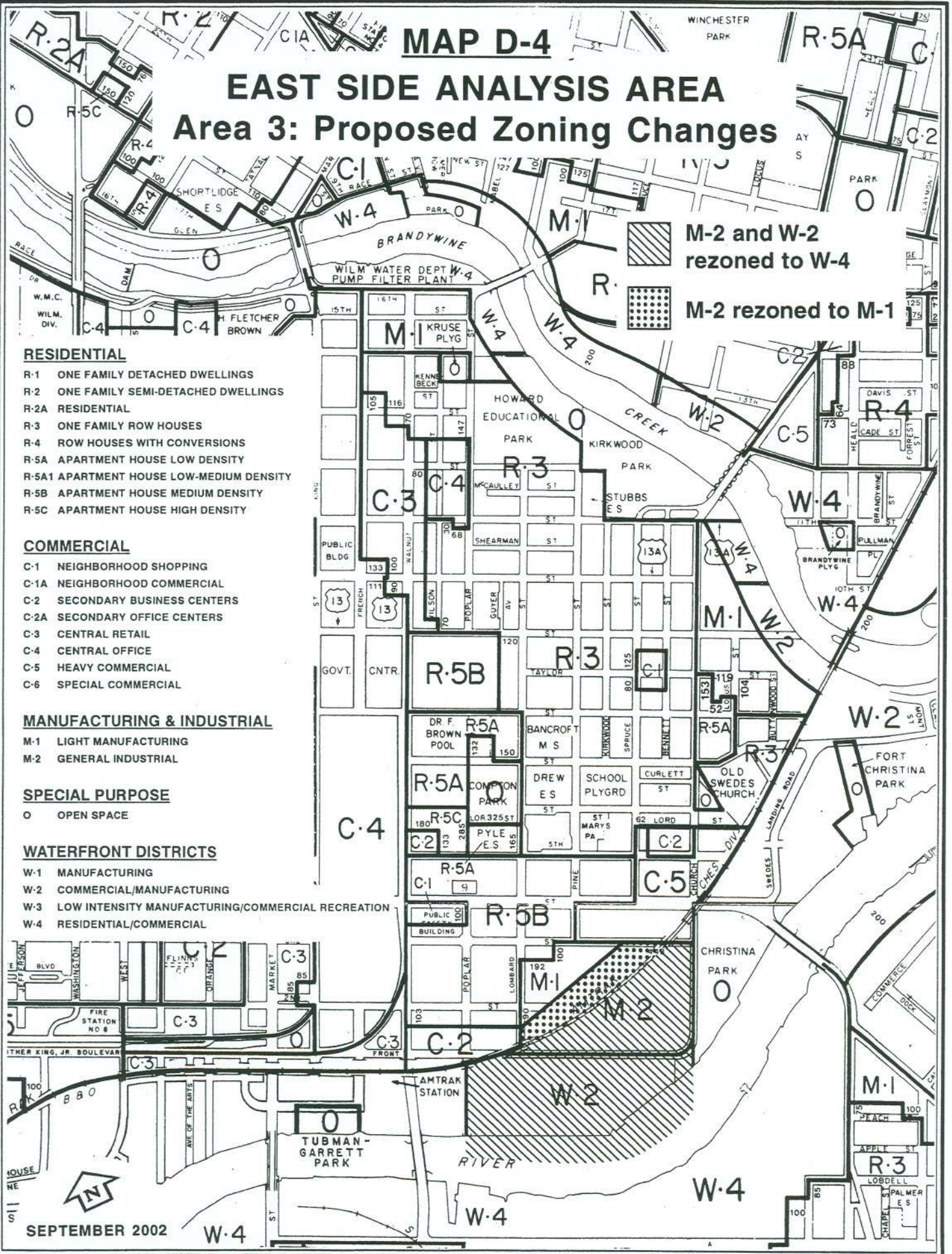
- O OPEN SPACE

WATERFRONT DISTRICTS

- W-1 MANUFACTURING
- W-2 COMMERCIAL/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL

M-2 and W-2
rezoned to W-4

M-2 rezoned to M-1



SEPTEMBER 2002

MAP D-5

EAST SIDE ANALYSIS AREA Area 4: Proposed Zoning Changes

RESIDENTIAL

- R-1 ONE FAMILY DETACHED DWELLINGS
- R-2 ONE FAMILY SEMI-DETACHED DWELLINGS
- R-2A RESIDENTIAL
- R-3 ONE FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE LOW DENSITY
- R-5A1 APARTMENT HOUSE LOW-MEDIUM DENSITY
- R-5B APARTMENT HOUSE MEDIUM DENSITY
- R-5C APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

- C-1 NEIGHBORHOOD SHOPPING
- C-1A NEIGHBORHOOD COMMERCIAL
- C-2 SECONDARY BUSINESS CENTERS
- C-2A SECONDARY OFFICE CENTERS
- C-3 CENTRAL RETAIL
- C-4 CENTRAL OFFICE
- C-5 HEAVY COMMERCIAL
- C-6 SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

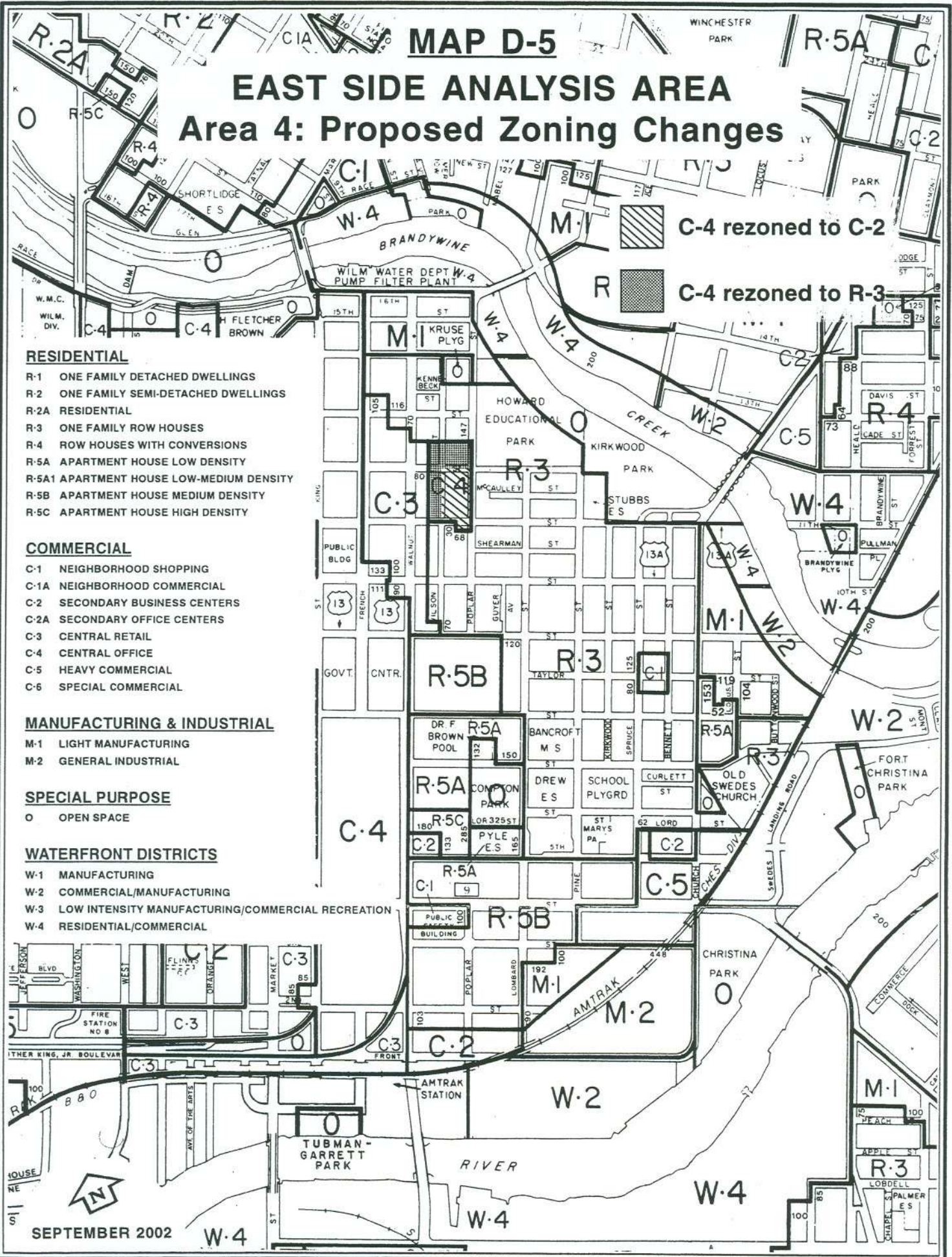
- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

- O OPEN SPACE

WATERFRONT DISTRICTS

- W-1 MANUFACTURING
- W-2 COMMERCIAL/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL



SEPTEMBER 2002

W-4

MAP D-7

EAST SIDE ANALYSIS AREA Area 6: Proposed Zoning Changes

RESIDENTIAL

- R-1 ONE FAMILY DETACHED DWELLINGS
- R-2 ONE FAMILY SEMI-DETACHED DWELLINGS
- R-2A RESIDENTIAL
- R-3 ONE FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE LOW DENSITY
- R-5A1 APARTMENT HOUSE LOW-MEDIUM DENSITY
- R-5B APARTMENT HOUSE MEDIUM DENSITY
- R-5C APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

- C-1 NEIGHBORHOOD SHOPPING
- C-1A NEIGHBORHOOD COMMERCIAL
- C-2 SECONDARY BUSINESS CENTERS
- C-2A SECONDARY OFFICE CENTERS
- C-3 CENTRAL RETAIL
- C-4 CENTRAL OFFICE
- C-5 HEAVY COMMERCIAL
- C-6 SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

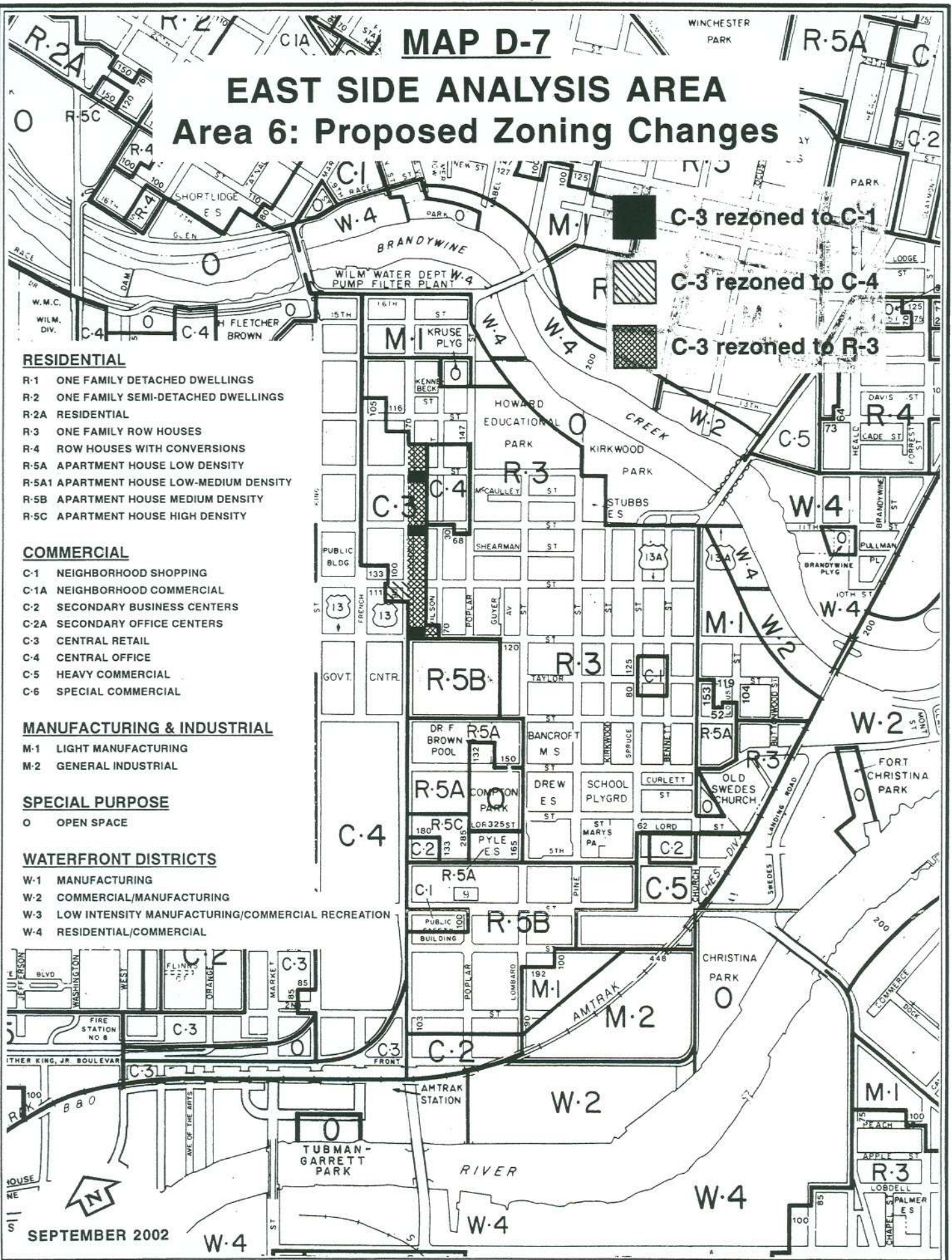
- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

- O OPEN SPACE

WATERFRONT DISTRICTS

- W-1 MANUFACTURING
- W-2 COMMERCIAL/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL



MAP D-8

EAST SIDE ANALYSIS AREA Area 7: Proposed Zoning Changes

M-1 rezoned to W-4

RESIDENTIAL

- R-1 ONE FAMILY DETACHED DWELLINGS
- R-2 ONE FAMILY SEMI-DETACHED DWELLINGS
- R-2A RESIDENTIAL
- R-3 ONE FAMILY ROW HOUSES
- R-4 ROW HOUSES WITH CONVERSIONS
- R-5A APARTMENT HOUSE LOW DENSITY
- R-5A1 APARTMENT HOUSE LOW-MEDIUM DENSITY
- R-5B APARTMENT HOUSE MEDIUM DENSITY
- R-5C APARTMENT HOUSE HIGH DENSITY

COMMERCIAL

- C-1 NEIGHBORHOOD SHOPPING
- C-1A NEIGHBORHOOD COMMERCIAL
- C-2 SECONDARY BUSINESS CENTERS
- C-2A SECONDARY OFFICE CENTERS
- C-3 CENTRAL RETAIL
- C-4 CENTRAL OFFICE
- C-5 HEAVY COMMERCIAL
- C-6 SPECIAL COMMERCIAL

MANUFACTURING & INDUSTRIAL

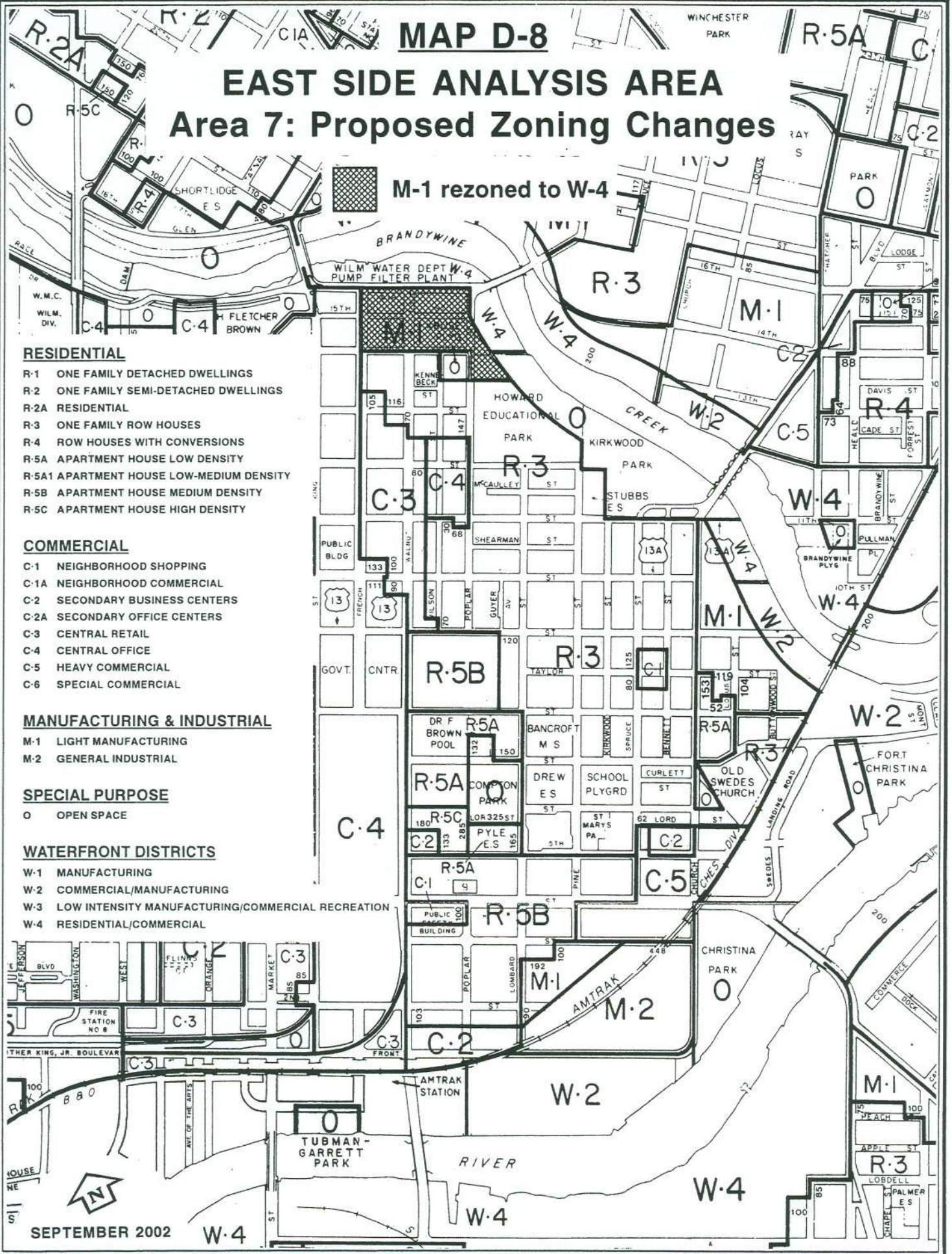
- M-1 LIGHT MANUFACTURING
- M-2 GENERAL INDUSTRIAL

SPECIAL PURPOSE

- O OPEN SPACE

WATERFRONT DISTRICTS

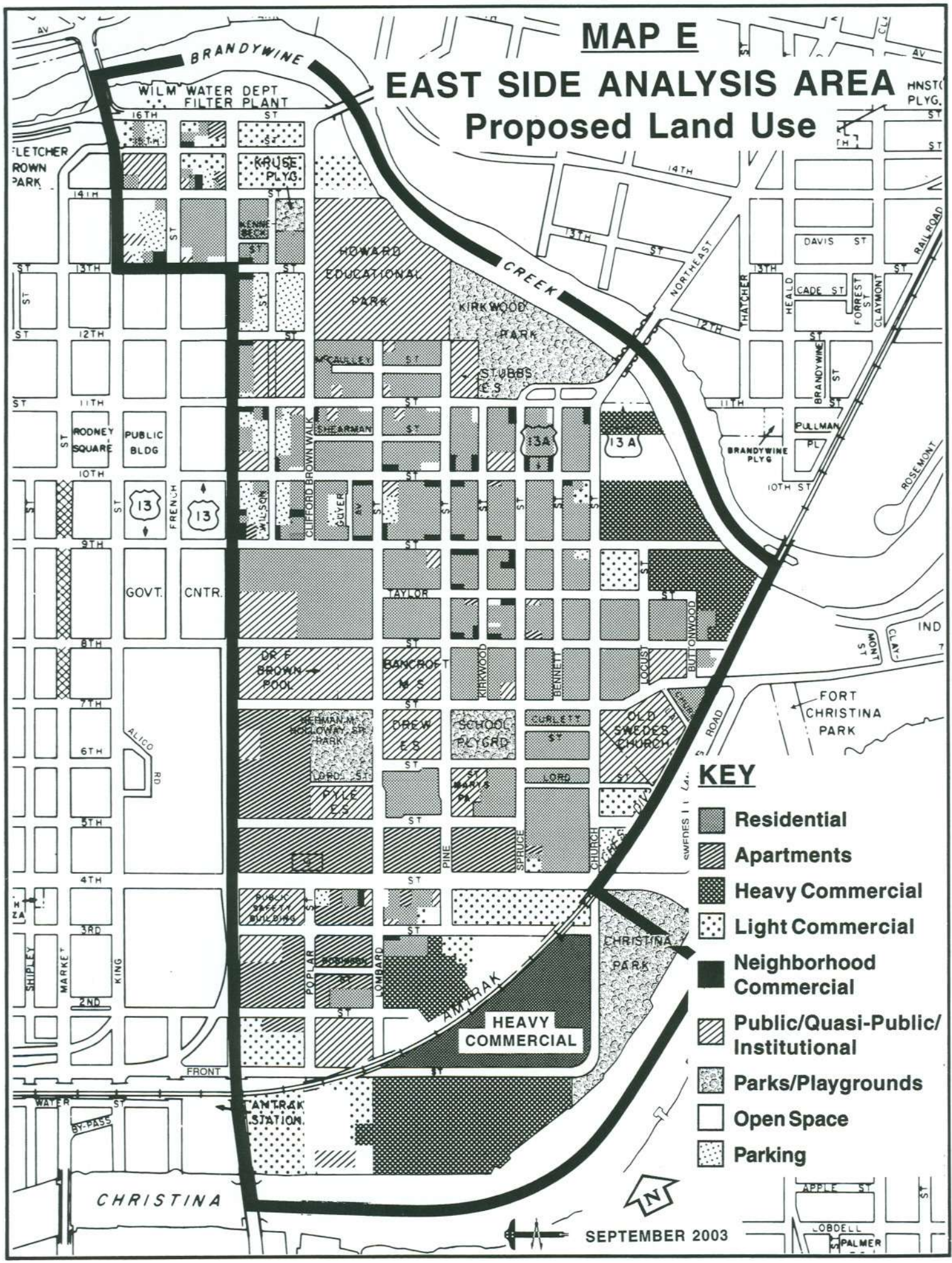
- W-1 MANUFACTURING
- W-2 COMMERCIAL/MANUFACTURING
- W-3 LOW INTENSITY MANUFACTURING/COMMERCIAL RECREATION
- W-4 RESIDENTIAL/COMMERCIAL



MAP E

EAST SIDE ANALYSIS AREA

Proposed Land Use



SEPTEMBER 2003

EAST SIDE ANALYSIS AREA

Floodplain Areas



MAP G

EAST SIDE ANALYSIS AREA Parks & Recreational Facilities

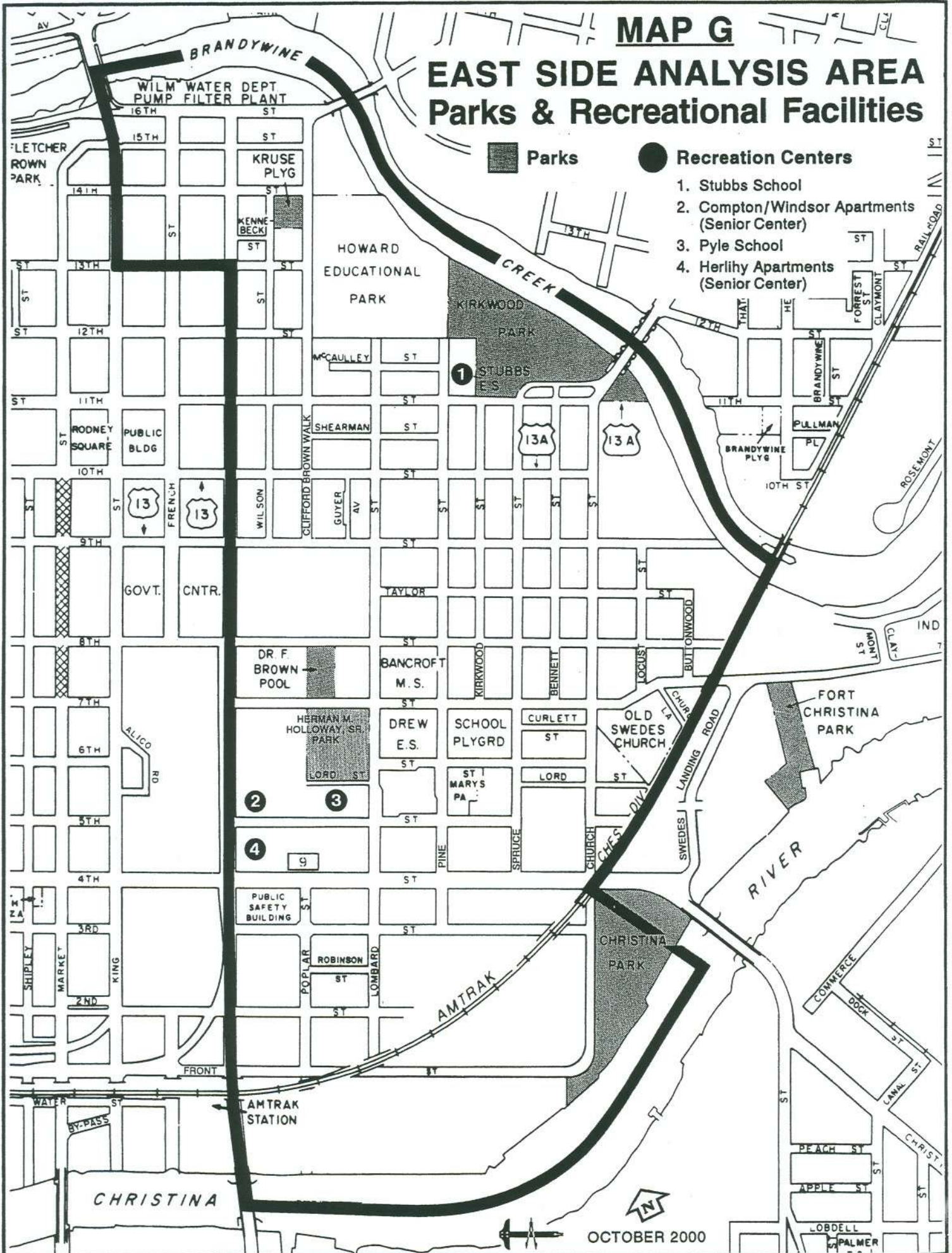


Parks



Recreation Centers

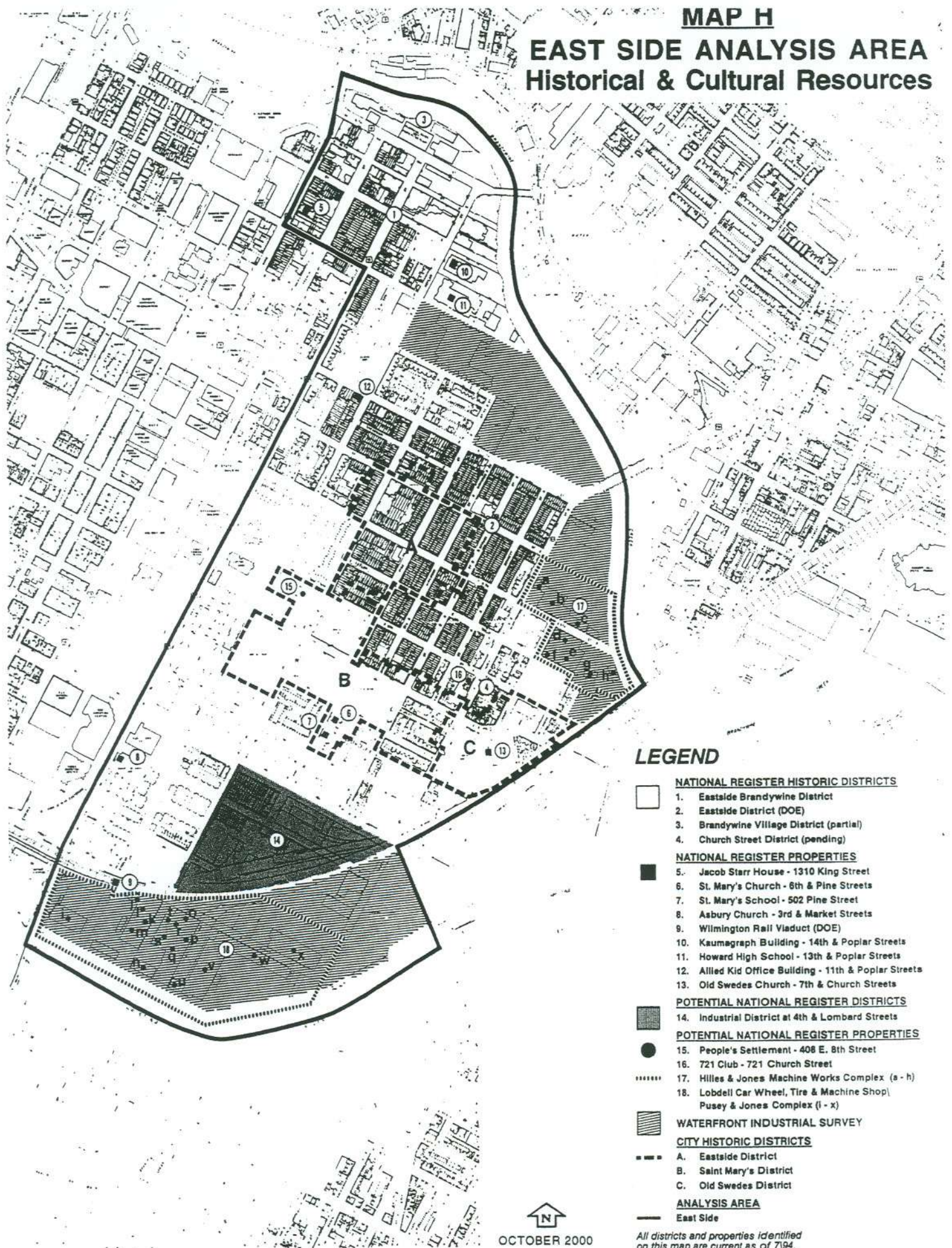
1. Stubbs School
2. Compton/Windsor Apartments (Senior Center)
3. Pyle School
4. Herlihy Apartments (Senior Center)



MAP H

EAST SIDE ANALYSIS AREA

Historical & Cultural Resources



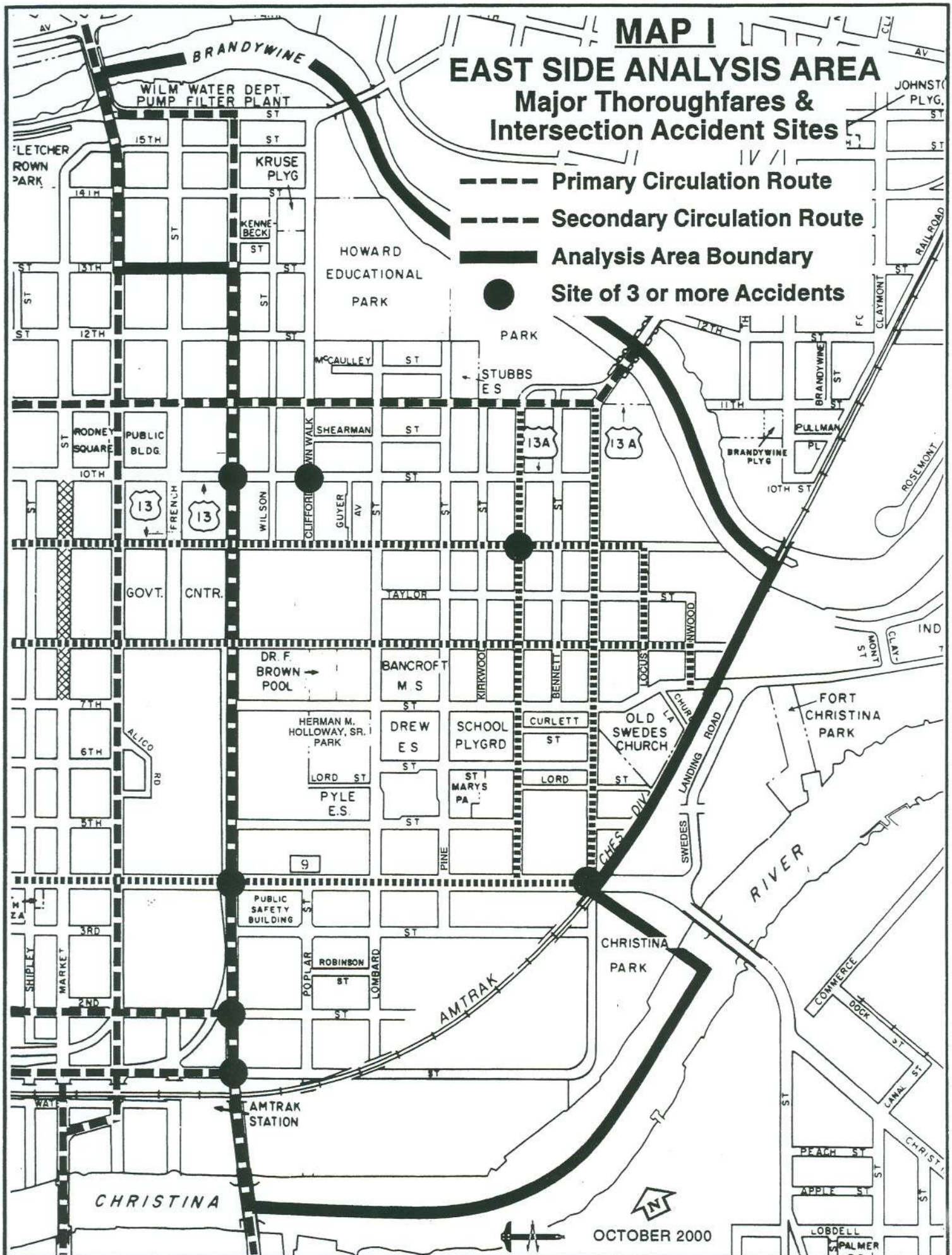
LEGEND

- NATIONAL REGISTER HISTORIC DISTRICTS**
- 1. Eastside Brandywine District
 - 2. Eastside District (DOE)
 - 3. Brandywine Village District (partial)
 - 4. Church Street District (pending)
- NATIONAL REGISTER PROPERTIES**
- 5. Jacob Starr House - 1310 King Street
 - 6. St. Mary's Church - 6th & Pine Streets
 - 7. St. Mary's School - 502 Pine Street
 - 8. Asbury Church - 3rd & Market Streets
 - 9. Wilmington Rail Viaduct (DOE)
 - 10. Kaumagraph Building - 14th & Poplar Streets
 - 11. Howard High School - 13th & Poplar Streets
 - 12. Allied Kid Office Building - 11th & Poplar Streets
 - 13. Old Swedes Church - 7th & Church Streets
- POTENTIAL NATIONAL REGISTER DISTRICTS**
- 14. Industrial District at 4th & Lombard Streets
- POTENTIAL NATIONAL REGISTER PROPERTIES**
- 15. People's Settlement - 408 E. 8th Street
 - 16. 721 Club - 721 Church Street
 - 17. Hillis & Jones Machine Works Complex (s - h)
 - 18. Lobdell Car Wheel, Tire & Machine Shop
Pusey & Jones Complex (i - x)
- WATERFRONT INDUSTRIAL SURVEY**
- CITY HISTORIC DISTRICTS**
- A. Eastside District
 - B. Saint Mary's District
 - C. Old Swedes District
- ANALYSIS AREA**
- East Side

OCTOBER 2000

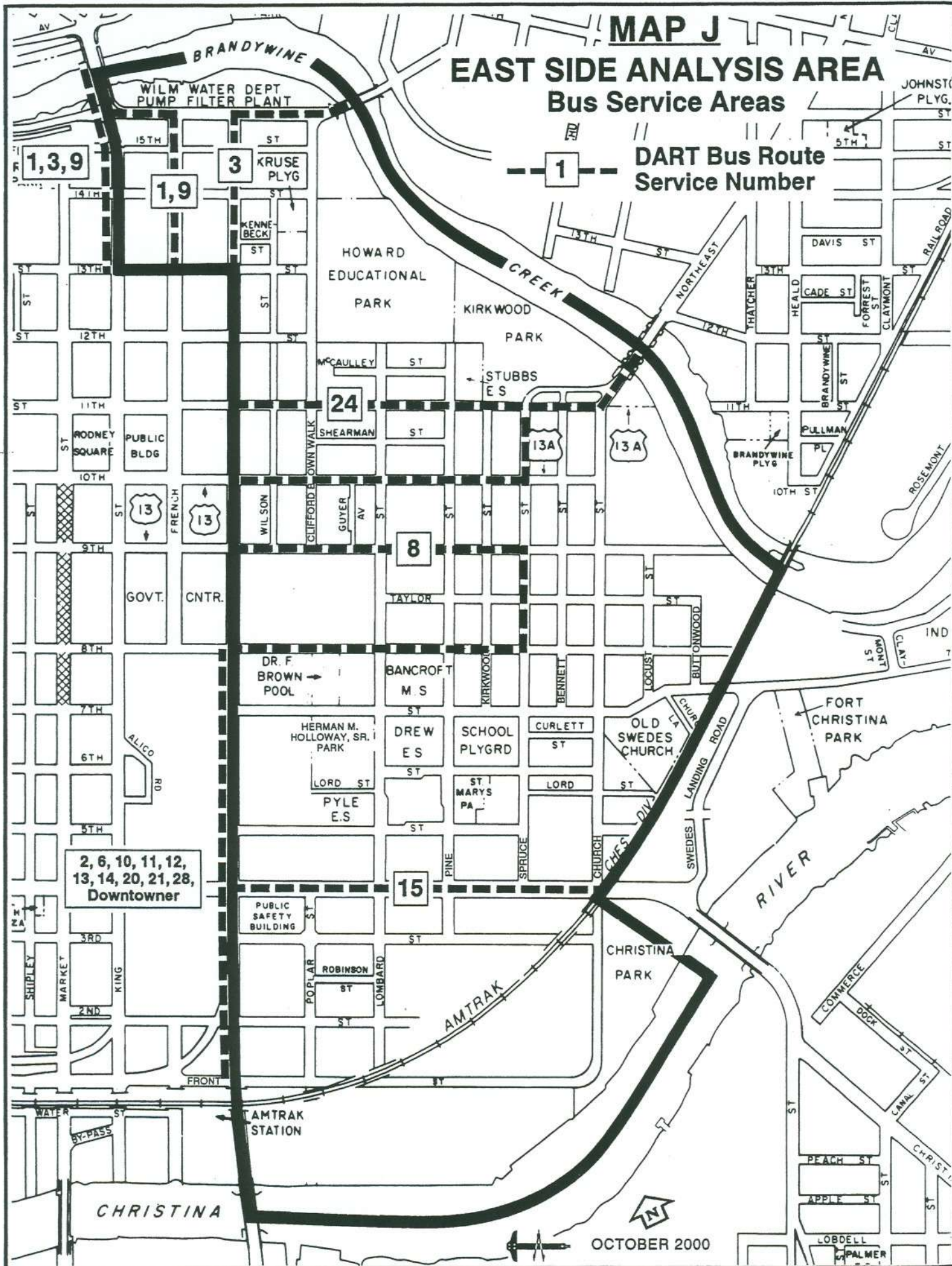
All districts and properties identified on this map are current as of 7/94.

- - - - Primary Circulation Route
 - - - - Secondary Circulation Route
 Analysis Area Boundary
 Site of 3 or more Accidents



MAP J EAST SIDE ANALYSIS AREA Bus Service Areas

1 DART Bus Route
Service Number



MAP K

EAST SIDE ANALYSIS AREA Contaminated Sites

